

Plan Change 4 to the Tairāwhiti Resource Management Plan

Inner Harbour Car Parking

November 2017

Proposed Amendments to Part C2 - Built environment,
infrastructure and energy

Note: In relation to the changes proposed, all deletions are ~~struck~~ through and additional text is underlined.

C2 BUILT ENVIRONMENT, INFRASTRUCTURE and ENERGY

C2 provisions are district plan provisions.



District Plan

Part C2 is operative, with the exception of the rationalisation of provisions proposed by Plan Change 1 (Rationalisation), and the amendments proposed by Plan Change 3 (Minor Clarifications) to the Rules for Network Utility Activities C (shown with striking and underlining).

C2.1 Infrastructure, Works and Services

C2.1.1 Introduction

This chapter sets out how Council will manage the infrastructure resources of the Gisborne district. It is divided into two main parts:

- Network Utility Operations.¹
- Works and Services.

The built environment (issues, objectives, policies) area also discussed in the RPS provisions in Part B3 of the Plan, which should be referred to in conjunction with this section.

Network Utility Operations

Network utility operations include sewage and wastewater disposal systems, water, energy and telecommunication systems, meteorological facilities and all road, rail and air transport infrastructure.

Network utility operations are essential to the day-to-day activities of the people in Gisborne district. The dispersed settlement patterns of the district's population often make the installation and operation of utility networks difficult, both physically and economically. This chapter seeks to facilitate the efficient use and development of utility networks, while avoiding, remedying or mitigating any adverse effects arising from network utility activities.

Gisborne Airport

Gisborne Airport is a physical resource of regional significance. Its efficient operation is important to enable the community to provide for its social, cultural and economic well-being. It also contributes to people's safety and health as a facility to enable the local operation of the Air Ambulance Service.

Development near Gisborne Airport could affect the safety and efficiency of air transport activities.

Works and Services

The provision of works and services for subdivision and development activities is a mechanism whereby:

- The community is provided with the services and facilities that are necessary to provide for and enhance its well-being, health and safety.
- Natural and physical resources can be managed in a sustainable way for present and future generations.
- The adverse effects on the environment from subdivision and development can be avoided, remedied or mitigated.

The rules for works and services are given effect through the general rules for subdivision (C10 of the Plan) and within each zone chapter (Part DD1 – DD5 of the Plan).

¹ Plan Change 3

C2.1.2 Issues

1. Infrastructure provides essential services and is an important physical resource, which enables people and communities to provide for and enhance their environmental, social, cultural and economic well-being.
2. The provision and operation of infrastructure has the potential to adversely affect:
 - Amenity values.
 - Natural values.
 - Heritage values.
 - Health and safety.
 - Natural hazards.
3. The long lifespan of development layouts and the associated infrastructure has long term social, economic and environmental implications for the community and the environment.
4. Additional demand caused by growth and development may place pressure on the capacity of existing infrastructure systems, which are already at capacity in some areas.
5. There are benefits from providing an integrated and co-ordinated approach to the provision of infrastructure.
6. Given the diverse nature of the district it is difficult to prescribe infrastructure and engineering standards that cover all possible development scenarios and aspirations.
7. Network utility operations have technical and operational requirements that constrain their design and location.
8. Inappropriate land use, development and subdivision has the potential to adversely affect the provision and operation of infrastructure.
9. There is growing interest and uptake in alternative approaches to infrastructure provision including:
 - Privately or communally owned and maintained assets.
 - Wireless technology.
 - Independent energy generation.

C2.1.3 Objectives (Infrastructure)

1. Infrastructure that enables people and communities to provide for and enhance their environmental, social, cultural and economic well-being.
2. Infrastructure that is designed, located, constructed, operated and maintained to ensure:
 - A safe and healthy environment.
 - The efficient use of energy and resources.
 - Adverse effects are avoided, remedied or mitigated.
3. Infrastructure associated with subdivision, use and development be provided in an integrated and co-ordinated manner to ensure:
 - Compatibility with existing infrastructure networks.
 - Adequate capacity for the anticipated land use.
 - Ongoing management and lifecycle costs are taken into account.
 - Unanticipated costs to the community are avoided.
 - The requirements of infrastructure providers are taken into account.
4. Enable and promote subdivision and development of infrastructure that:
 - Allows the implementation of good urban design practice.
 - Allows the implementation of low impact design principles.
 - Reflects the environmental and social context of the location.
5. Efficient and effective provision of network utility operations, including investment in that infrastructure, is not adversely affected by inappropriate land use, development and subdivision activities.
6. Unobstructed and unimpaired land and airspace for all activities associated with aircraft operations at Gisborne Airport.

Principal reasons:

- **Objective 1:** *This objective promotes sustainable management under Part 2 of the RMA and recognises the importance of enhancing the well-being of people and communities.*
- **Objective 2** - *These requirements are considered core principles to be achieved in the provision of new infrastructure which will ensure that the purpose and principles of the RMA are taken into account.*
- **Objective 3:** *The objective aims to ensure growth and development proceeds in a way and at a rate that is sustainable and manageable for the long-term interests of community resources.*
- **Objective 4:** *There is an increased awareness around the environmental and social implications of subdivision and development. Enabling and promoting awareness of initiatives that improve outcomes in this regard is considered to be an important part of sustainable management.*
- **Objective 5:** *It is important that inappropriate land use, development or subdivision does not adversely affect essential services to the wider community or foreclose the potential for replacement and upgrading, especially where significant investments to these operations have been made.*
- **Objective 6:** *A safe operating environment is required for all activities associated with aircraft operations.*

C2.1.4 Policies

C2.1.4.1 Policies: (Network Utility Operations)

1. Provide for the ongoing operation, maintenance, replacement and upgrading of network utilities and for the future development and operational requirements of new network utilities.
2. Recognise the benefits of efficient network utility infrastructure and, that in order to achieve sustainable management given the technical and physical constraints which may be experienced by network utility operations, including those associated with their scale, location, design and operation, a compromise of the natural and physical environment may occur.
3. To enable the development, maintenance and use of network utility infrastructure (including individually owned and operated systems) in a manner that avoids, as far as practicable, remedies or mitigates any adverse effects on the environment.
4. To enable network utility activities in the road reserve that have minor adverse environmental effects.

High Voltage Transmission Lines

5. To ensure that land use, development and subdivision is designed and planned with regard to the high voltage transmission lines in order to achieve appropriate separation distances required for:
 - Public health and safety
 - Security of the infrastructure and of electricity supply
 - Access for inspection and maintenance
 - Minimising the amenity aspects of the lines
 - Ensuring upgrade potential of the infrastructure is not compromised.

Airport

6. The location and construction of any new facilities associated with aircraft operations or extensions to any existing facilities associated with aircraft operations shall be designed in a manner so as to ensure that any adverse health and safety effects are avoided, remedied or mitigated.
7. The location and construction of any new facilities associated with aircraft operations or extensions to any existing facilities associated with aircraft operations shall be designed in a manner so as to ensure that any adverse effects on the surrounding landscape are avoided, remedied or mitigated to the fullest extent possible within the operational constraints of the facility.
8. To ensure that ground-based activities do not interfere with airport and aircraft operations – including the use of navigation and communication devices.

9. To ensure that activities resulting in population density and activities resulting in the mass assembly of people in areas of highest risk from aircraft accidents are minimised. In considering whether to grant consent or impose conditions in respect of a resource consent, or designation requirement or requirement to modify a designation, Gisborne District Council will have regard to the following assessment matters:
 - the maximum number of people who may occupy or use the site and the duration of time in which they will be assembled on the site
 - any potential effects on the health and safety of people from aircraft accidents.
10. The location of noise sensitive activities in the Airport Noise Impact Overlay shall only be provided for where such activities will not compromise aircraft operations and safety.
11. To ensure that any development in the vicinity of the Gisborne Airport does not emit discharges that have the potential to be a hazard in navigable air space as set out in Civil Aviation rules 77 (Appendix H15).

C2.1.4.2 Policies (Funding and Provision of Infrastructure)

1. To generally require developers to ensure that appropriate infrastructure will be provided to and within subdivisions and developments so that the service level standards for the proposed activity can be met.
2. To use capital works planning processes to identify infrastructure projects to support developments.
3. To use development contributions as the primary method to provide funding for Council's capital expenditure on water, wastewater, stormwater, land transport and reserve infrastructure related to developments. To also consider, in special circumstances, other funding methods such as financial contributions and special rating areas.
4. To determine financial contributions for water, wastewater, stormwater, land transport infrastructure on a case-by-case basis.
5. To consider other means to address infrastructure issues before imposing any financial contribution for water, wastewater, stormwater, land transport e.g. alternative design or works and service conditions.
6. To consider applying a financial contribution where the specified parking and loading spaces cannot be accommodated on the site or where the applicant proposes not to provide the specified spaces.
7. To consider requiring a financial contribution of land for reserves on subdivision consent applications where the need for a reserve is recognised in a structure plan or other policy documents or where the applicant proposes to vest land in Council. To consider entering an agreement, e.g. a special circumstance agreement under the development contributions policy, where a financial contribution of land is required in order to recognise and offset the value contributed above the usual development contribution.
8. To consider negotiating agreements with developers, e.g. special circumstance agreements under the Development Contributions Policy, to address complex or unusual infrastructure issues.
9. Financial contributions and development contributions will not be used to fund the operation costs of Council managed infrastructure. Other appropriate mechanisms might include trade waste charges or rates.
10. To ensure the rational and co-ordinated provision of infrastructure to serve the subdivision or development site and, where necessary, the wider area within which the subdivision or development is located, without involving the Council in expenditure or financial responsibility not provided for in its capital works programmes.

C2.1.4.3 Policies (Design and Reticulation of Infrastructure)

1. To ensure the infrastructure associated with subdivision and development is designed and constructed in a manner that promotes:
 - Environmental and community well-being.
 - The efficient use of natural and physical resources.
 - An integrated approach to the provision of works and services.
 - The avoidance, remedying or mitigating of any adverse effects on the environment.
 - Responsiveness to the environmental and social context of the development site.
 - The minimisation of lifecycle costs while recognising the above matters.
2. To ensure that it is environmentally and financially feasible to provide infrastructure for land development and subdivision activities.

3. To generally require that within the Reticulated Services Boundary, provision is made for the connection to Council's reticulated services.
4. To consider applications for private infrastructure services in reticulated areas, having particular regard to the assessment criteria: provision of Infrastructure.
5. To require that, where public infrastructure services are not available, the appropriate levels of service are met and any environmental effects avoided, remedied or mitigated.
6. To ensure that new and upgraded infrastructure is designed and constructed with adequate capacity, taking into account the servicing requirements of future growth and development.
7. To promote the integration of non-Council infrastructure providers into the subdivision and development process.
8. To ensure the provision of car parking to the Inner Harbour is consistent with and promotes the enhancement of its economic and amenity potential by:
 - Managing the supply of car parking that adequately meets existing and forecasted demand without creating unnecessary supply;
 - Supporting adaptive reuse of land for more compact, mixed use development;
 - Supporting alternative forms of transport including walking, cycling and public transport;
 - Recognising the high amenity value of the Inner Harbour waterfront.

C2.1.4.4 Policies (Structure Plans)

1. To generally require subdivision and infrastructure to be provided consistent with the following structure plans:
 - Taruheru Block Infrastructure Plan (Schedule G24)
 - Rooding Concept Plan for the Rural Industrial A Zone (Appendix H11).
 - Structure Plan for the Citrus Grove Development Control Area (Schedule G10).
2. To review:
 - The intersection between the infrastructure plan road north of Ruru Avenue and Back Ormond Road.
 - The extension of Joanne Street into the middle of the block.

Consideration will be given to severing the links to motorised vehicles but retaining access for non-motorised users and utility services (refer to Taruheru Infrastructure Plan (Schedule G24). Consideration will also be given to the practicality of using methods, e.g. retractable bollards, which allow access to emergency vehicles.

3. To work with landowners to design and purchase additional reserve space in the area indicated in Schedule G24 – Taruheru Block Infrastructure Plan and to ensure that any reserves are integrated into future development in a manner that promotes safety and amenity.
4. To alert of the presence of high voltage transmission lines and the need to maintain safe separation distances through the identification of a high voltage transmission line corridor in the Taruheru Infrastructure Plan (Schedule G24).

C2.1.4.5 Policies (Works and Services)

1. The road reserve provides a range of environmental and community functions that shall be recognised and provided for in an integrated manner, including:
 - The safe and efficient movement of people, goods and services.
 - A corridor for network utility operators and their operations.
 - A space for community interaction and recreation.
 - Amenity, streetscape and character values.
2. To ensure that property access occurs in a manner that does not adversely affect the wider functions of the road reserve.
3. To encourage roads and accessways to be designed according to their environment context and surrounding land uses.
4. To ensure that the development and use of existing roads does not adversely affect the character of local communities or the surrounding environment.

Reserves and Landscaping

5. To encourage and provide for landscaping within the road reserve in appropriate locations while avoiding, remedying or mitigating any conflict or interference potential with network utility services.

Stormwater

6. To require stormwater systems to be designed and constructed to:
 - Protect people, infrastructure, land and buildings against flooding and nuisance effects.
 - Avoid, remedy or mitigate adverse environmental effects – including the pollution, sedimentation and erosion of receiving environments.
 - Provide adequate capacity and design standards to service the catchment within which they occur, taking into account foreseeable growth and development.

Water

7. To ensure that there is an adequate supply of water in terms of volume and quality for the anticipated land use.
8. To promote and encourage the efficient use of water through subdivision and land development activities.
9. To ensure new reticulated sites within the Reticulated Services Boundary are provided an adequate supply of water for fire-fighting for the reasonably anticipated land use, in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ 4509:2008

Wastewater

10. To ensure that the treatment and disposal of wastewater is adequate for the anticipated land use and appropriate to the location of the subdivision and/or development.
11. To ensure that the treatment and disposal of wastewater is undertaken in a manner that avoids, remedies or mitigates adverse effects on the environment and is consistent with maintaining public health and safety.

Energy and Telecommunications

12. To ensure that the supply of energy and telecommunications is reliable and appropriate for the anticipated land use and the particular circumstances of the subdivision or development.

Principal reasons:

Network Utility Operations

- **Policy 1 & 2:** *Provision of network utility services is critical to the well-being of the community. Individuals shall be enabled to install their own infrastructure where the adverse effect on the environment can be avoided, remedied or mitigated. The onus of ensuring appropriate infrastructure is provided to meet service level standards will primarily lie with those seeking to undertake the development.*
- **Policy 3:** *Maintain or enhance the historical, cultural, spiritual or natural significance of localities throughout Gisborne district.*
- **Policy 5:** *Facilitate the use and development of network utility infrastructure in the road reserve.*
- **Policy 5:** *Ensure there is adequate separation distances to high voltage transmission lines otherwise activities can compromise the functioning of these lines and result in adverse effects on public health and safety.*
- **Policy 6:** *Reduce the risk of injury or damage from aircraft accidents careful consideration must be given to the siting, design and operation of new aircraft operations.*
- **Policy 7:** *Maintain or enhance amenity values and the quality of the environment.*
- **Policy 8:** *Safeguard the operational environment of Gisborne Airport to provide for the safety and health of people. Threats to aircraft operations arising from nearby ground-based activities may include intrusions into aircraft flight corridors by the height of structures, dust, smoke, birds, significant thermal disturbances or electronic interference to navigation aids (e.g. reflection from large metal structures).*
- **Policy 9:** *Activities near the airport that attract or accommodate large numbers of people increases the hazard potential from aircraft accidents. This policy avoids or mitigates any potential adverse effects of aircraft by limiting the number of people who occupy land or assemble beneath the runways' approach and departure fans.*
- **Policy 10:** *Noise sensitive activities that locate in the vicinity must be able to ensure that they are able to avoid, remedy or mitigate the adverse effects of noise. (Refer also to Policy C11.2.5(6)).*

- **Policy 11:** *The policy will ensure that airport services are protected as the hinterland develops over time in order to continue to provide for the economic well-being and health and safety of the community.*

Funding and provisions of infrastructure

- **Policy 1 & 2:** *In some circumstances Council and other infrastructure organisations may commit, through their capital plans, to providing infrastructure that will serve a development to ensure appropriate infrastructure is provided.*
- **Policy 3:** *Avoids creating multiple funding regimes and financial contributions will only be used for projects in special circumstances. Financial contributions will not be appropriate where there is lack of commitment to the project for which the contribution is considered.*
- **Policy 4 – C2.1.8** *sets out the circumstances when financial contributions may be imposed, the manner in which the level of any contribution/s will be determined and the general purposes for which contribution may be used. This provides criteria to assist in deciding the actual quantum of the financial contribution and nature of the contribution.*
- **Policy 5:** *Alternative design or works and service conditions are preferred over financial contributions as they avoid the need to seek commitment from other parties for the project etc. for which the contributions are sought.*
- **Policy 6:** *Consider applying a financial contribution where the specified parking and loading spaces cannot be accommodated on the site or where the applicant proposes not to provide the specified spaces.*
- **Policy 7:** *A financial contribution of land for reserves may exceed what would normally be required under the development contributions policy.*
- **Policy 8:** *From time to time complex infrastructure issues arise and the policy provides for those situations where Council and the developer may enter into a special circumstance agreement, e.g. to provide for payment in return for financial contribution of land for reserves and a reduction in development contributions for reserves.*
- **Policy 9:** *Financial contribution and development contributions are to fund the capital costs of infrastructure and not operational costs.*
- **Policy 10:** *Ensures that the full costs of subdivision and development activities and/or intended land uses are considered in the context of the wider infrastructure network.*

Design and reticulation of infrastructure

- **Policy 1** - *This policy recognises that infrastructure systems need to be designed and constructed in an integrated manner whilst meeting the requirements of Part 2 of the RMA.*
- **Policy 2:** *Addresses the feasibility of a subdivision or development proposal prior to the granting of a consent in order to avoid future uncertainty, unexpected costs and adverse environmental effects.*
- **Policy 3** – *This policy sets the expectation that where public infrastructure services are available, subdivision and development proposals connect to them. In addition, extending Council's reticulation network to service urban fringe and peri-urban growth may impose significant costs on the community and lead to patterns of land use that do not achieve an efficient use of natural and physical resources.*
- **Policy 4** - *This policy recognises that there may be occasions where connection to Council's reticulation network is not feasible or appropriate and the assessment criteria shall be used to determine these situations.*
- **Policy 5:** *Subdivision and development activities in areas with limited access to Council infrastructure services will need to ensure there are no adverse effects associated with their infrastructure.*
- **Policy 6:** *Providing services that take into account potential growth and development promotes an efficient use of resources and may avoid costly upgrades in the future.*
- **Policy 7:** *In order to avoid unexpected costs and delays it is considered important to better integrate non-Council providers into subdivision and development processes.*
- **Policy 8:** *GDC, in partnership with the Eastland Port Company, seeks to transform the Inner Harbour into a high quality environment in line with other prime waterfront locations around New Zealand. It is considered that the Eastland Port area has a significant economic and amenity potential that can be unlocked and showcased in a more vibrant and integrated manner.*

Car parking is a key issue for the Inner Harbour redevelopment. The broad challenge is to ensure that car parking is provided in a way that meets most user needs while supporting the economic and amenity enhancement of the Inner Harbour.

Structure Plans

- **Policy 1:** *Compliance is needed to ensure the integrity of the structure plan and to avoid uncertainty for developments.*
- **Policy 2** *-In the future Council will consider severing the link between the structure plan road north of Ruru Avenue and Back Ormond Road in order to further protect the arterial function of Back Ormond Road. However, in the short term, the link is necessary to avoid pressure for development with multiple accesses onto Back Ormond Road and to allow for co-ordinated provision of services. Council will also consider blocking vehicle access to Joanne Street extension at the point indicated in the Infrastructure Plan in order to avoid potential congestion at Potae Avenue/Lytton Road intersection and to promote a development pattern that maintains the link so that access can be provided into the middle of the block for services and traffic.*
- **Policy 3:** *Reserve space for active and passive recreation should be provided within a convenient distance of every resident.*
- **Policy 4:** *To optimise development outcomes the presence of the lines should be considered early in planning any development of the Taruheru Block. Alignment of the lines with the road will also help to ensure that the safety buffers between the transmission lines and development is incorporated into the area in a positive way, avoiding adverse impacts on amenity values.*

Works and Services

- **Policy 1:** *There are competing demands for the space within the road reserve and it is important to manage this public space in an integrated manner to ensure that the various community expectations can be met.*
- **Policy 2:** *This policy aims to ensure that consideration is given to integrating property access with the wider roading context, whilst ensuring individuals the ability to efficiently and safely access their land.*
- **Policy 3:** *Given the varied nature of the district's physical and social environments, all roads and accessways should be designed and constructed to reflect their surroundings whilst ensuring their various functional requirements are met.*
- **Policy 4:** *The development of roads may have adverse effects on the character and amenity value of the local environment. This policy seeks to maintain or enhance the quality of the environment.*
- **Policy 5:** *It is important for community and environmental well-being that planting and landscaping are taken into account where a new road reserve is proposed or an existing road is upgraded. Planting and landscaping that avoids, remedies or mitigates potential adverse effects is consistent with integrated management and the efficient use of resources.*
- **Policy 6 -** *This policy ensures the basic elements of a stormwater system are recognised and provided.*
- **Policy 8:** *An adequate water supply is important for the well-being of people and communities and for their health and safety.*
- **Policy 9:** *This policy promotes the benefits of efficient water use and assists in minimising costs to the community by prolonging the lifetime of water supply infrastructure.*
- **Policy 11:** *This policy aims to ensure that the wastewater system is designed to accommodate the potential level of effluent from land uses associated with subdivision and development. It also ensures consideration is given to the location of the site in terms of physical characteristics and limitations as well as the ability to connect to the reticulated system.*
- **Policy 12:** *Maintaining health and safety and avoiding, remedying or mitigating adverse effects are core principles of sustainable management required under the RMA.*

C2.1.5 Methods

Advocacy / Information

1. Provide subdivision and land development guidelines and engineering standards to guide developers to design infrastructure in accordance with the objectives and policies of the Plan.

Works

1. To ensure that the Gisborne District Council's own tree planting programmes do not cause future interference with network utility infrastructure by using careful tree and site selection.

Economic Instruments

1. Use the Long Term Plan process to develop a capital works programme for infrastructure that may support development. Small funds may be provided for within the capital works programme to allow discretion to address small unplanned projects from year-to-year.
2. Council may enter into special circumstances agreements under the development contribution policy to facilitate infrastructure development.
3. Administer a development contribution policy to recover capital costs associated with developments.
4. In most cases alternative design or works and service conditions are likely to be preferred over financial contributions of cash to avoid the need to seek commitment from other parties for the project etc. for which the contributions are sought.

Regulation

1. Zones
2. Rooding Hierarchy: Council shall classify roads according to their function into a rooding hierarchy. Rules and conditions may be applied according to the road and/or the adjoining property according to the road's classification within the rooding hierarchy.

The four classifications of the roads within the roading hierarchy shall be:

- a) Arterial Roads: These are roads which:
 - Serve as direct links of strategic importance within the district and to the rest of New Zealand.
 - Are a significant element in the district economy
 - Have access standards for permitted activities determined on the basis of strategic function and traffic volumes
 - b) Principal Roads: These are roads which:
 - Serve as links of strategic importance within the district
 - Are a significant element in the local economy
 - Often serve as local roads
 - c) Collector Roads: These are roads which:
 - Are locally preferred routes between or within areas of population or activity
 - Complement arterials and principals but have property access as a higher priority
 - Have standards suitable to the safety requirements of the traffic volume on each section
 - d) Local Roads: These are other roads servicing land use activities with standards appropriate for the traffic use.
3. Airport Protection Overlay Area: The Airport Protection Overlay Area (APOA) is an overlay illustrated on the urban and rural planning maps that effects the identified land in close proximity to Gisborne Airport and its flight corridors. Rules to protect both Gisborne Airport and land users shall apply to this area.
 4. Air Noise Boundary and Outer Control Boundary: These boundaries identify, in accordance with NZS 6805:1992 "Airport Noise Management and Land Use Planning", the 55dBA and 65dBA noise limit boundaries, respectively) These noise controls apply for activities associated with the operation of the Airport. This method enables identification of areas in which noise sensitive activities would not be appropriate and recognises the essential nature of the airport operation to the Gisborne district.
 5. Airport Height Control Surfaces: These are air corridors to and from each runway, together with transition side slopes, a horizontal surface and a conical surface laying over and radiating out from the runways. Vegetation and structures are restricted from encroaching into these surfaces.
 6. Structure Plans: These show the planned layout for infrastructure and subdivision in development areas. Three Structure Plans are currently incorporated into the Plan:
 - Taruheru Block Infrastructure Plan.
 - Roothing Concept Plan for the rural Industrial A Zone.
 - Structure Plan for the Citrus Grove Development Control Area.

The Taruheru Block Infrastructure Plan proposes a layout of key road links. These road links are not just for access, but also provide corridors for infrastructure such as water, wastewater, stormwater, electricity and telecommunications. The proposed roading layout was designed to promote efficiency in these services. The structure plan also promotes alignment of the high voltage electricity lines and the proposed major drainage swale with the roading network so as to minimise safety, amenity and maintenance issues.

The Roothing Concept Plan for the Rural Industrial A Zone addresses roading layout only and is intended to provide for access for future activities, while minimising the impact of access on the State Highway.

The Structure Plan for the Citrus Grove Development Control Area also sets out key linkages for roading, cycleways, walkways, reticulated service corridors, as well as landscape and amenity buffers, and finished ground levels. One key linkage provided for by the Structure Plan is the 10m wide services, cycleway and pedestrian corridor which links the industrial land within the Development Control Area to the Makaraka settlement and Aerodrome Road, thereby providing for logical connectivity between the various existing and proposed urban based land uses.
 7. Rules and Development Contributions

Other Controls

1. Attention is drawn to other regulatory controls independent of the Act used by Gisborne District Council to control activities in the road reserve. This includes:
 - a) The Local Government Act 2002.
 - b) Bylaws made under the Local Government Act 2002 and Local Government Act 1974.
 - c) The Gisborne District Council Engineering Code of Practice.
 - d) The Building Act 2004 and Building Code (and subsequent amendments).

Principal reasons:

Works

- **Method 1:** *Gisborne District Council is the principal body that plants trees in existing road reserves.*

Regulation

- **Method 1:** *Different zones in which different activities take place have different amenity values. Different provisions may apply to different zones to acknowledge and compensate for the different amenity values associated with various zones.*
- **Method 2:** *The classification and standardisation of design and construction of road reserve infrastructure will provide consistency and certainty for developers while addressing adverse effects.*
- **Method 3:** *Rules within an identified area near Gisborne Airport are the most certain method of both protecting the operation of Gisborne Airport and avoiding, remedying or mitigating the adverse effects of airfields and helipads.*
- **Method 4:** *Rules which recognise the essential nature of the airport and its inability to relocate, have been developed to protect the airport operation from compromise through location of noise sensitive activities in the vicinity of the airport.*
- **Method 5:** *Structure Plans are intended to integrate different developments and promote overall good infrastructure design.*
- **Method 6:** *Rules are the most practical method of ensuring safety, health and amenity values are not adversely affected while still enabling the provision of network utility services.*
- **Method 7:** *Development contributions assist in the planning and provision of appropriate infrastructure.*

C2.1.6 Rules for Network utility activities

Note: In addition to the rules of C2.1, network utility activities shall comply, where relevant, with the regional or district rules in C3 Coastal Environment Overlay, C4 Cultural and Historic Heritage, C5 Environmental Risks, C6 Freshwater, C7 Land Management, C8 Natural Hazards, C9 Natural Heritage, C10 Subdivision, C11.1 Signs. Permitted activities are also required to comply with lighting and glare (General Standard C11.3.1.1(A-E) and radiofrequency and electro and magnetic fields (Rule C11.4.1).

National Environmental Standards

The following rules shall apply to all network utility activities:

1. National Environmental Standards

- a) Notwithstanding any other rules in the Plan, the standards and activity status for electricity transmission activities relating to the national grid, as described in the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009, shall be determined according to this National Environmental Standard and no rule in any chapter of this plan that duplicates or conflicts with the National Environmental Standard shall apply.
- b) Notwithstanding any other rules in the Plan, the standards and activity status for telecommunication cabinets in the road reserve and telecommunication structures with aerials in the road reserve, as described in regulations 6 to 9 of the Resource Management Act (National Environmental Standards for Telecommunication Facilities) Regulations 2016, shall be determined according to this National Environmental Standard and no rule in any chapter of this plan that duplicates or conflicts with the National Environmental Standard shall apply.

Rule Table C2.1.6

Rule Number	Rule	Zone/Overlay	Status	Standards	Matters of Control or Discretion
Permitted Activities					
2.1.6(1)	<p>Unless otherwise specified in this Plan, the following network utility activities shall be permitted activities:</p> <ul style="list-style-type: none"> • Network utility activities (excluding those listed in C2.1.6.4 – C2.1.6.7 as Restricted Discretionary and C2.1.6.8 – C2.1.6.13 as Discretionary activities) • Installation and construction of structures associated with network utility activities (excluding activities listed in C2.1.6.4 – C2.1.6.7 as Restricted Discretionary and C2.1.6.8 – C2.1.6.13 as Discretionary activities)² • Alteration, minor upgrading, removal and maintenance of structures associated with network utility activities (except that General Standards C2.1.6.1(D) and C11.3.1 shall not apply) 	All zones	Permitted	General standards A to F. and Specific standard A for the installation and construction of structures associated with network utility activities	N/A
2.1.6(2)	Installation, alteration or removal of antennas and associated support structures	All zones	Permitted	General standards A to F and Specific standard B	N/A
Restricted Discretionary Activities					
2.1.6(3)	<p>Network utility activities and structures listed as Permitted which do not comply with the Rules in respect of:</p> <ol style="list-style-type: none"> Noise and parking Underlying zones Radiofrequency radiation and EMF Stockpiles Lighting and glare rules in C11.3.1.1 Height and recession planes, yards and building length Airport Protection Overlay Area and Air Corridors Location under or over ground (Refers to non-compliance with General Standard C2.1.6.2(A)) Number of support structures, per site, associated with antennas Height and recession planes and dimensions of antennas and support structures 	All zones	Restricted discretionary	N/A	Matters a) to j) in section C2.1.6.3(A)4

² Plan Change 3

Rule Number	Rule	Zone/Overlay	Status	Standards	Matters of Control or Discretion
2.1.6(4)	Installation or alteration of electricity support structures	All zones	Restricted discretionary	N/A	The matters a) to c) in C2.1.6.3(B) below
2.1.6(5)	Construction of new roads provided that the activity is not part of a proposed subdivision	All zones	Restricted discretionary	N/A	The matters a) to d) in C2.1.6.3(C) below
Discretionary activities					
2.1.6(6)	Installation or alteration of sewage treatment plants	All zones	Discretionary	N/A	N/A
2.1.6(7)	Construction or alteration of airfields or helipads	All zones	Discretionary	N/A	N/A
2.1.6(8)	Construction or alteration of electricity generating plant	All zones	Discretionary	N/A	N/A
2.1.6(9)	Network utility depots in rural, residential and commercial zones	All zones	Discretionary	N/A	N/A
2.1.6(10)	Installation or alteration of all network utility structures in Heritage Reserve and Amenity Reserve Zones	All zones	Discretionary	N/A	N/A
2.1.6(11)	Network utility activities which are not provided for as Permitted, Restricted Discretionary or Prohibited activities	All zones	Discretionary	N/A	N/A

C2.1.6.1 General Standards

The following General Standards shall apply to all permitted network utility activities:

A. Noise and Parking

- a) Network utility activities shall be exempt from the requirements of C11.2: Noise where these activities occur in a rural (excluding the Rural Lifestyle zone), Industrial, Port or Commercial zone, provided that the best practicable option is used to ensure that noise does not exceed a reasonable level.
- b) Network utility activities located in a residential, reserve zone or the Rural Lifestyle zone shall comply with the requirements of C11.2: Noise.
- c) Network utility activities (on sites of greater than 200m²) shall comply where relevant, C2 (Built Environment, Infrastructure and Energy). Provided that only network utility activities involving industrial, warehousing, motor vehicle repairs and service, office and retail activities shall be required to comply with parking requirements in C2.

B. Zoning of Roads and Railway Reserve for the purpose of the rules in C2³

- a) Where a road or railway reserve is surrounded by one zone, the zone of the road or railway reserve shall be that of the surrounding zone.
- b) Where a road or railway reserve is adjacent to two or more zones, the zone of the road or railway reserve shall be that of the highest adjoining zone ranked in the following order of priority:
 - i. Residential zones (**highest**)
 - ii. Reserve zones
 - iii. Rural zones
 - iv. Commercial zones
 - v. Port Management zones
 - vi. Industrial zones (**lowest**).

C. Stockpiles

- a) Stockpiles of roading materials or spoil not intended for immediate use or transport:
 - i. Shall not be sited in Residential zones or Commercial zones.
 - ii. Shall be contained within the site, and not enter or interfere with drains or waterways.

D. Height and Recession Planes

Note:

- i) To clarify, lines, cables, aerials, antennas, masts, pylons, poles, streetlights and other their support structures which are excluded from the definition of "utility structures" (Part E) are not subject to any restrictions on height and recession planes, yard distances or building length, except in the case of activities within the Airport Protection Overlay Area (C2.1.6.3), C2.1.6.1(E) and C2.1.6.2. and⁴
- ii) Where lines, cables, aerials, antennas, masts, pylons and poles a structure, which is specifically excluded from the definition of "utility structure" is are affixed to a building or structure, the affixed structure shall not be included when determining the total height of the building or structure.⁵

a) Residential and Rural Zones

Network uUtility structures shall be contained within recession planes commencing 2.75m above each site boundary. The angles of the recession plane at each site boundary shall be determined using the recession plane indicator.

provided that in the residential zones a building or structure may be erected where it exceeds the boundary of the recession plane by not more than one metre if the written consent of the adjoining property owner is obtained and submitted to the consent authority.⁶

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⁴ Plan Change 3

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⁶ Plan Change 3

b) **Reserves Zone**

On any reserve zone having a common boundary with a residential or rural zone, network utility structures shall not project beyond a building envelope constructed by recession planes from points 2.75m above site boundaries. The angle of such recession planes shall be determined for each site by use of the recession plane indicator.⁷

a) **Commercial Zones**

Network uUtility structures shall comply with the following height limits:

- i. Inner Commercial zone (Gladstone Road/Peel Street marked as continuous street facade) maximum 14m
- ii. Inner Commercial zone (area not marked as continuous street facade): maximum 10m
- iii. Outer Fringe, Aviation & Amenity Commercial zone maximum 12m
- iv. Suburban and Rural Commercial zones maximum 10m.

provided that any site having a common boundary with any residential or reserve land, network utility structures shall not project beyond a building envelope constructed by recession planes from points 2.75m above site boundaries. The angle of such recession planes shall be determined for each site by use of the recession plane indicator.⁸

d) **Industrial Zone**

- i. Maximum height for network utility structures: 20m; and
- ii. Where any site has a common boundary with or is separated from land zoned residential, rural or reserve by any road or railway, then network utility structures shall not project beyond a building envelope constructed by recession planes from points 2.75m above the boundary facing the residential, rural or reserve zoned site. The angle of such recession planes shall be determined for each site by use of the recession plane indicator.⁹

e) **Port Zones (for Utility Structures)**

- i. Maximum height for any network utility structure in Zone A: 12m.

provided that

- i. ~~structures do not include antennas and their supporting structures and network utility poles and streetlights.~~

On any site having a common boundary with any land zoned residential or reserve, network utility structures shall not project beyond a building envelope constructed by recession planes from points 2.75m above site boundaries. The angle of such recession planes shall be determined for each site by use of the recession plane indicator.¹⁰

- ii. Maximum height for any structure in Zone B (excluding structures associated with essential port activities): 30m.

provided that

- Structures adjoining land zoned reserve and structures to be constructed adjacent to the edge of the "cone of vision" shall not project beyond a recession plane comprising a vertical height on the boundary of 6m and an inclined plane extending from 6m above the ground away from the cone of vision at an angle of 45°.
- On any site having a common boundary with any land zoned residential or reserve, structures shall not project beyond a building envelope constructed by recession planes from points 2.75m above site boundaries. The angle of the recession planes shall be determined for each site by use of the recession plane indicator.

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⁸ Plan Change 3

⁹ Plan Change 3

¹⁰ Plan Change 3

- iii. The height of vegetation or structures in the APOA shall not extend into the air height control surfaces.

E. **Yard Distances (excluding activities within road reserve and sites of 50m² or less)**

Note: To clarify, lines, cables, aerials, antennas and their support structures are not subject to any yards except in the case of C2.1.6.1Ea)ii.¹¹

a) **Residential Zone**

- i. Canopies and verandahs may intrude into the street when determining compliance with yard requirements. and
- ii. All network utility structures (including support structures): All yards: 4.5m.

provided that any structure may be erected a minimum of 2m from any boundary, excluding front boundaries, if the written consent of the adjoining property owners is obtained and submitted to the consent authority at the stage a building consent is sought.¹²

b) **Commercial Zone**

- i. Inner Commercial Zone:
A continuous building edge is required along Gladstone Road, Peel Street, Lowe Street between Gladstone Road and Reads Quay and any other areas marked on the planning maps as continuous street façade.
- ii. Awapuni Road Area zoned Outer Commercial between Grey Street, Awapuni Road, Customhouse Street and Waikanae Stream:
Front yard: (on Awapuni Road and Customhouse Street): 7.5m
Rear yard on Waikanae Stream: 20m from MHWL.
- iii. All other zones:
 - yards are required only where a site adjoins a residential zone
 - side yards: 3.0m
 - rear yards for service areas and outdoor storage areas: 4.5m
 - street boundaries of car parks: 3m.

c) **Industrial Zone**

- i. Yards are only required where the site adjoins a site which is zoned residential, rural, or reserve:
 - General Industrial zone: 4.5m
 - Rural Industrial zone: 10m.

d) **Rural Zones (~~utility structures~~)**

- i. All yards: 4.5m.
Provided that network utility structures may be erected on any side or rear yard if the written consent of the adjoining property owner is obtained and submitted to the consent authority at the time a building consent is sought, or prior to the commencement of the activity.
- ii. No crib or fence shall be erected where it obstructs traffic sight lines.
- iii. Eaves of buildings may not encroach by more than 0.6m on any yard.¹³

e) **Port Zones (~~utility structures~~)**

- i. Yards are only required where the site adjoins:
 - a road adjacent to a residential zone: 4.5m
 - the Hirini Street Cemetery: 3.0m.V

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¹² Plan Change 3

¹³ Plan Change 3

f) **Reserves Zone (utility structures)**

- i. Network utility structures shall be set back a minimum of 4.5m from road boundaries, 3m from residential and rural residential zone boundaries unless otherwise stated in the relevant zone.¹⁴

F. **Building Length**

- a) No network utility structure where it adjoins a residential or reserve zone shall be more than 15m long without:
 - i. having a vertical or horizontal offset in plan of at least 2m
 - ii. being confined within the arms of a 150° angle formed by two lines intersecting at a common point on all site boundaries such that each line forms an angle of 15° with the boundary (see Figure (1))
 - iii. being offset from each other unit by not less than 25% of the width of the unit nearest the road, with a minimum offset of 2m (see Figure (2))
 - iv. the written consent of the adjoining property owners, shall be obtained and submitted to the consent authority at the time a building consent is sought, or prior to the commencement of the activity; and
- v. No network utility structure (excluding roads, rail and buildings) shall exceed 30m² gross floor area in or adjoining a residential or commercial zone.¹⁵

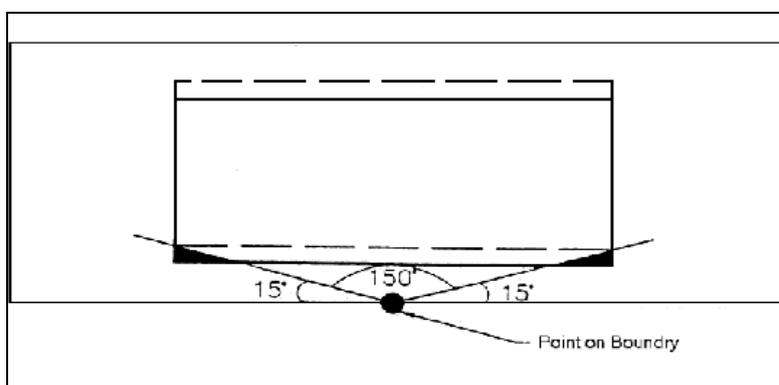


Figure C2.1: Example of a unit built within a 150 degree angle, centred on the boundary

Note: In the example of Figure C2.1 the shaded areas denote where the buildings exceed the requirement. The dotted line indicates a building outline that does satisfy the requirement.

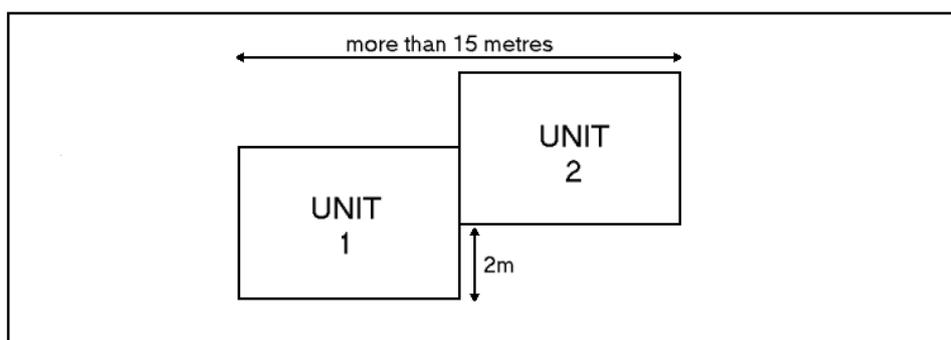


Figure C2.2 – Example of units being offset by two

C2.1.6.2 Specific Standards

- A. Where overhead reticulation of services exists on legal road, additional connections may be made overhead to individual properties. All other lines and cables shall be placed underground (except in rural zones and for sub-transmission line extensions (50kV) and except that General Standard C2.1.6.2(D) shall not apply.
- B. Standard for the installation, alteration, or removal of antennas and associated support structures:

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¹⁵ Plan Change 3

- a) In residential zones antennas shall not extend more than 3.5m above the highest point of any building they are attached to.
- b) In rural zones antennas shall not extend more than 5m above the maximum permitted height for buildings in the zone, or the highest point of any building or structure they are attached to, whichever is the greater. This is determined by applying the recession plane indicator as provided for in DD5.1.10.1(B).
- c) In residential and rural zones the maximum height of support structures (including fixtures except lightning rods) shall not exceed 20m.
- d) The maximum diameter of antennas and associated support structures in industrial, commercial and port management zones (including irregular shaped support structures), above 3.4m vertical height from ground level, shall not exceed 5m.
- e) The maximum diameter of antennas and associated support structures in rural and reserve zones (including irregular shaped support structures), above 3.4m vertical height from ground level, shall not exceed 1.4m.
- f) In residential zones only one support structure may be erected per site (excluding accessways and roads).
- g) In residential zones antennas and associated support structures shall not exceed 1.4m in diameter.

C2.1.6.3 Matters of Discretion

A. Council shall restrict its discretion to the matters a): d) specified below:

- a) Health and safety.
- b) Traffic.
- c) Location.
- d) Amenity values.

In determining an application for resource consent Council shall restrict its discretion to only matters associated with conditions which are unable to be complied with.

B. Council shall restrict its discretion to the matters a): c) specified below:

- a) Health and safety.
- b) Location.
- c) Amenity values.

C. Council shall restrict its discretion to the matters a)- d) specified below:

- a) Health and safety;
- b) Traffic;
- c) Location; and
- d) Amenity values.

C2.1.7 Rules for Provision of Infrastructure for Development (Works and Services)

Note In addition to rules in C2.1.6 for network utility activities and activities within and adjacent to the Airport (C2.1.8), the provision of works and services shall comply, where relevant, with the regional or district rules and general standards in C3 Coastal Environment Overlay, C4 Cultural and Historic Heritage, C5 Environmental Risks, C6 Freshwater, C7 Land Management, C8 Natural Hazards, C9 Natural Heritage, C10 Subdivision, C11.1 Signs.

C2.1.7.1 General Standards

The following rules shall apply to all activities, where applicable:

A. General Servicing Requirements

- a) Reticulated services shall be provided to the net area of new allotments.
- b) Vehicle crossings shall be provided to the boundary of the road reserve for new allotments.
- c) Services shall be reticulated underground in any new road reserve, shared accessway or new allotment within the Reticulated Services Boundary and in residential and commercial zones district wide.

provided that stormwater infrastructure may be provided above ground where retention or attenuation measures are required or low impact design approaches are to be used.

Individual customer connections may be provided above ground where there is an existing overhead supply.

- d) Where there is a shared access way the necessary works and services shall be provided to the terminus of the right-of-way.
- e) The location of reticulated services and vehicle crossings shall be identified prior to consent approval.

B. **Structure Plans**

- a) Where relevant, subdivision, development and provision of infrastructure shall be consistent with the Taruheru Block Infrastructure Plan (Schedule G24) the Roading Concept Plan for the Rural Industrial A Zone (Appendix H11) and the Structure Plan for the Citrus Grove development control area (Schedule G10), that is:
 - i. All wastewater, water supply and stormwater assets shall be located to achieve consistency with the structure plan.
 - ii. The pattern of roading and accesses created through subdivision shall be consistent with the structure plan roads and land indicated for roads shall be vested at subdivision.
 - iii. No access points or additional roads shall be provided off roads noted as restricted access in the structure plan, except to an access point or road that has already been approved.
 - iv. Roads shall be formed at subdivision to the boundary of the subject site, except where alternative funding is provided to form the road e.g. in Council's capital works programme. In this case, the pattern of subdivision shall enable the future creation of the road.
 - v. Land outside of road reserves and noted as the location for infrastructure such as wastewater pump stations or reserves shall be vested for this purpose at subdivision, or appropriate easements created.
 - vi. Off-site infrastructure must be upgraded or provided in accordance with any requirements noted in the structure plan.
- b) No structure other than those associated with the relevant infrastructure shall be constructed on land indicated for infrastructure in the structure plan.
- c) For clarity, roads may be provided additional to those indicated in the structure plan.

C. **Street Planting**

- a) For new roads in residential, commercial and industrial zones either:
 - A minimum of 5m² of land shall be set aside within the road reserve for each potential allotment accessed from that road (based on minimum permitted site areas) for the purpose of landscaping. Such areas may be combined but shall still be located evenly throughout the road. The land shall be free from utility services; or
 - A dedicated berm for landscaping shall be provided. The minimum planting is one tree per allotment. The land shall be free from underground utility services.

D. **Stormwater Systems**

- a) Sites shall be provided within their site area with a means of collecting, managing and discharging stormwater from the roof of all buildings, accessways and from all impervious surfaces.
- b) Any connections or discharge points to the existing public stormwater system, where available, shall be at an outlet or outlets approved by the Council.
- c) Primary stormwater systems shall have sufficient capacity to convey a 10% AEP rainfall event without relying on secondary flow paths.
- d) Secondary stormwater systems shall be sufficient capacity to convey a 1% AEP rainfall event while protecting buildings and household gully traps from inundation.
- e) Secondary flow paths shall be free of obstructions and located on public land, land protected by an easement or land identified as a public drain.
- f) Stormwater conveyance shall be by way of gravity outfall with ground levels and/or contours identified prior to consent approval; and

- g) With regard to Rules c) and d) where stormwater runoff is greater than the capacity of the system which is to receive it, runoff shall be managed to the relevant pre-development rates or the capacity of the system shall be upgraded.

Rural Lifestyle and Rural Residential Zones

- h) For Rural Residential and rural Lifestyle Zones, buildings and impervious surfaces shall not exceed 16% of the site area (including impervious surfaces associated with any access strips for rear sites).

Note: In addition to this rule, the freshwater rules in C6 of the Tairāwhiti Plan apply to impervious surfaces.

- i) In Rural R and Rural L zones, discharge and dispersal of stormwater shall not exceed the peak run-off for up to a 10% AEP event as calculated for conditions prior to development occurring, and run-off from the development site shall not be in a concentrated flow.

Note: In addition to this rule, the freshwater rules in C6 of the Tairāwhiti Plan apply to impervious surfaces.

Citrus Grove Development Control Area

- j) The discharge and dispersal of stormwater shall not exceed the peak run-off for up to a 10% AEP event as calculated for conditions prior to development occurring.

provided that in respect to h) and i) the 'Gisborne District Council Waru and Haisman Streams Catchment Management and Stormwater Structure Plan, 2008' shall be complied with.

E. Water Supply

- a) Water supply within Reticulated Services Boundary
- i. Sites for any activity that will require a water supply shall be provided with a connection or connection point to the Council reticulated water system.
- b) Water supply outside the Reticulated Services Boundary
- i. Sites for any activity that will require a water supply shall be provided with a safe and potable supply of water.

Note: In the interest of the protection of life, property and the surrounding environment new subdivisions and development should be compliant with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509. This NZ standard contains methods of providing sufficient water supply and access for firefighting purposes in both reticulated and non-reticulated areas. In all areas, particularly non-reticulated areas over six minutes driving distance from a fire station, the New Zealand Fire Service recommends that the installation of a fire sprinkler system in accordance with Fire Sprinkler Systems for Houses NZS 4517:2010 is the most appropriate form of compliance with SNZ PAS 4509.

F. Wastewater Systems

- a) Within the Reticulated Services Boundary, sites for any activity that will create wastewater shall be provided with a connection or connection point to the Council reticulated wastewater system.

G. Energy and Telecommunications

- a) Sites for any activity that requires electricity and telecommunication services, shall be provided with those services.

H. Roads

Infrastructural Requirements

- a) All proposed new roads shall connect to, and be compatible with, the district roading hierarchy, as depicted in the roading hierarchy maps.
- b) To meet the access needs of potential users, all new or upgraded roads required for subdivision or development shall comply with the following rules for minimum widths.

Road Type	Zone	Potential USERS	ROAD RESERVE WIDTH (metres)	CARRIAGE WAY WIDTH (metres)	FOOTPATHS (1.2m in width)
Service Lane	ALL	NA	4.5	3.5	Optional
Local	Rural	NA	12	5.5	Optional
	Residential	<20	12	5.5	1
		≥20	18	8	2
	Industrial and Commercial	<10	15	10	1
		≥10	18	10	2
Port	NA	18	10	1	
Collector	Rural	NA	20	10	Optional
	Residential, Commercial, Industrial, Port	NA	20	10	2
Principal	Rural	NA	22	12	Optional
	Residential, Commercial, Industrial and Port	NA	22	12	2
Arterial	Rural	NA	Specific Design	Optional	
	Residential, Commercial, Industrial and Port	NA	Specific Design	2	

Figure C2.3 – Road standards for new and upgraded roads associated with subdivision and development

- c) The following formula shall be used to determine the potential number of users to be applied in Figure C2.3 above:

Potential Users = T / MS , where:

- i. T = total area of land to be subdivided (m²)
- ii. MS = minimum permitted site size for zone (m²).

Sight Lines

- a) All new vehicle crossing /accessways shall be designed, located and developed to ensure that the sight lines (illustrated in Figure C2.1.3) are established and maintained with no obstructions, whether temporary or permanent. Sight lines are to be in accordance with Figure C2.1.3 and Figure C2.4 specified below.
- b) All new intersections shall be designed, located and developed to ensure that the sight lines (illustrated in Figure C2.1.3) are established and maintained with no obstructions, whether temporary or permanent. Sight lines are to be in accordance with Figure C2.1.3 and Figure C2.4 specified below.

Operating Speed (km/h)	Minimum Sight Distance (metres)	
	Local or Collector Road Frontage	Principal or Arterial Road Frontage
40	30	70
50	40	90
60	55	115
70	85	140
80	105	175
90	130	210
100	160	250

Figure C2.4 – Standards for Minimum Distances of Sight Lines

Assessment of sightlines shall be undertaken by a suitably qualified person using the Road & Traffic Standards No.6, Guidelines for Visibility at Driveways and Austroads 1993: Rural Road Design, Guide to the geometric Design of Rural Roads. Austroads Publications No AP-1/89.

Note:

1. The column "Operating Speed" in Figure C2.4 is not the posted speed limit of a particular road. It is the actual speed at any given point.
2. Sight distances shall be measured from the road reserve boundary.
3. Sight distances shall be measured to and from a height of 1.15m above the existing road surface and the proposed surface level of the side road or access.

Turning Areas

- a) Turning areas for cul de sacs (illustrated in Figure C2.1.5) shall be constructed to accommodate the manoeuvring of vehicles as specified below:

Area	Requirement
Residential	90 percentile truck
Rural	90 percentile truck
Commercial	99 percentile truck
Industrial / Port	99 percentile truck

Figure C2.5 – Standards for Turning Areas

I. **Access**

Sight Lines at Vehicle Crossings

- a) All vehicle crossings shall be constructed and located to ensure that the sight lines are maintained with no obstructions, whether temporary or permanent, for the distances specified in Figure C2.1.3.

Distances of Vehicle Crossings from Intersections

Sites shall maintain distances of crossings from intersections, so as to comply with Figures C2.6 and C2.7.

a) Posted (Legal) Speed Limit (Km/h)	b) Location of property access relative to intersection		
	Minimum Distance K (m)	Minimum Distance L (m)	Minimum Side Road Distance M (m)
50	20	30	20
60	50	50	30
70	100	100	45
80	120	120	60
100	200	200	60

Figure C2.6 – Property access performance criteria located on principal and arterial roads

Posted (Legal) Speed Limit (Km/h)	Location of property access relative to intersection
	Minimum Distance K, L & M (m)
50	20
60	30
70	45
80	60
100	60

Figure C2.7 – Property access performance criteria located on collector and minor roads

Note: All distances are to be measured in accordance with Figure C2.1.7.

Manoeuvring Areas

- a) Subject to (b) with the exception of sites containing no more than one single dwelling unit, all sites shall provide either accessways, aisles and turning areas or parking spaces adequate to enable vehicles to enter and exit to the road in a forward direction.

Note: An adequate turning area is one that provides for the car tracking curves depicted in Figure C2.1.4.

- b) Sites fronting arterial roads:

The construction, addition to, or alteration of buildings (including new dwelling units) shall not encroach on or reduce on-site manoeuvring areas beyond the point that they continue to provide the ability for vehicles to enter and exit to the road in a forward direction.

Surfaces

- a) In residential, commercial or industrial zones or reserves adjoining these zones, all vehicle crossings between the road carriageway and the road reserve boundary shall be finished with a sealed surface and drained.
- b) In rural zones, or reserves adjoining rural zones, all vehicle crossings between the road carriageway and the road reserve boundary shall be:
- Finished with a sealed surface where the adjoining carriageway is sealed.
 - Finished with a hard surface where the adjoining carriageway is unsealed.
- c) All shared accessways and associated turning areas shall be:
- Finished with a sealed surface and drained in residential, commercial or industrial zones or reserves adjoining these zones.
 - Finished with a hard surface in rural zones, or reserves adjoining rural zones.
- d) All accessways and associated turning areas for industrial and commercial activities shall be:
- Finished with a sealed surface and drained in residential, commercial or industrial zones or reserves adjoining these zones.
 - Finished with a hard surface in rural zones, or reserves adjoining rural zones.

Access to sites with more than one road frontage

- a) For properties that have legal frontage on to two roads:
- Where the property is located in a Rural zone and adjoins an arterial or principal road, access shall be from the road with the lesser traffic function, as identified in the Roding Hierarchy Maps.
 - Where the property is located in a Commercial zone, Industrial zone or a Port Management zone, and adjoins an arterial or principal road, access shall be from the road with the lesser traffic function, as identified in the Roding Hierarchy Maps.

Minimum distance between vehicle crossings

- a) The minimum distance between vehicle crossings on any one site shall be 15m.
- b) In commercial zones, industrial zones and the Port Management zones the minimum distances between vehicle crossings on any two adjacent sites shall be 2m, unless a combined crossing not exceeding 9m serves the two adjacent sites, or the vehicle crossing is for two or more residential dwelling units located on the one site.

Note: Attention is drawn to NZ Transport Agency requirement for permission to construct any accessway or vehicle crossing in the road reserve of any state highway.

Single-site vehicle access

- a) The width of vehicle crossings for individual sites shall comply with the rules in Figure C2.8.

Activity	Width of Crossing (metres)	
	Minimum	Maximum
Residential (Single Unit)	3	6
All Other Activities	4	9

Figure C2.8 – Standards for vehicle crossing widths

- b) The number of accessways and vehicle crossings onto a road frontage on any one site shall not exceed that shown in Figure C2.9. and

Frontage (metres)	Length	Type of Road	
		Local and Collector Roads	Principal and Arterial Roads
0: 25		1	1
26: 60		2	1
>60		3	2

Figure C2.9 – Standards for the maximum number of vehicle crossing

- c) Accessways shall comply with the standards set out in New Zealand Fire Service fire-fighting water supplies Code of Practice SNZ 4509:2008.

Multiple-site access and/or multiple unit access

- a) Up to 10 potential dwelling units may share access from a single accessway and vehicular crossing.
 b) Access to serve more than 10 dwelling units are required to be served by a public road vested in the Gisborne District Council.
 c) Up to three commercial or industrial sites may share access from a single accessway and vehicular crossing.
 d) More than three commercial or industrial sites are required to be served by a public road vested in the Gisborne District Council.
 e) To meet the access needs of potential users, every accessway and vehicle crossing serving more than one site shall be constructed in accordance with the rules specified below:

Dwellings to be Served	Legal Width (metres)	Minimum Carriageway Width (metres)
2 to 4	4	3
5 – 7	5	4
8: 10	6	5.5

Figure C2.10 – Rules for Dimensions of Multiple Site Accessways

- f) Accessways shall comply with the standards set out in New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.

J. Parking

Provision of parking and loading spaces

- a) Unless otherwise provided for in this chapter, parking spaces and loading bays shall be provided on site in accordance with Figure C2.11 below.
 b) When activities on the same site occur at different times during the day, then the number of parking spaces and loading bays to be provided shall be for the maximum requirement at any one time during the day or night.
 c) In Figure C2.11 GFA = gross floor area.
 d) Parking spaces and loading bay requirements are as follows in Figure C2.11 below:

Activity	Minimum Number of Parking Spaces	Minimum Number of Heavy Goods Vehicle Loading Bays
Industry, manufacturing and processing sites	1 space per 50m ² GFA	1 plus 1 space per 1000m ² of GFA over 2000m ²
Warehouses, auction rooms and bulk storage facilities, depots	1 space per 100m ² GFA	1 plus 1 space per 1000m ² of GFA over 2000m ²
Motor vehicle repairs and services	4 spaces per service bay	Nil

Activity	Minimum Number of Parking Spaces	Minimum Number of Heavy Goods Vehicle Loading Bays
Service stations	4 spaces per service space plus 3 spaces per car wash	Nil
Motor vehicle sales	1 space per 2 staff members	Nil
Offices	1 space per 50m ² GFA	1 per 2000m ² GFA
Retail Stores (excluding retail stores with 1500m ² or more GFA)	1 space per 40m ² GFA plus 1 space per 40 m ² outdoor retail area	1
Large Retail Stores (including retail stores with 1500m ² or more GFA)	1 space per 40m ² GFA	1 plus 1 per 1000m ² GFA over 2000m ²
Banks	1 space per 40m ² GFA	1
Taverns, casinos, nightclubs, licensed clubrooms	1 space per 5 person design capacity plus 1 space per 2 staff members	1 plus 1 per 1000m ² GFA over 2000m ²
Restaurants, cafes, wine-bars and fast food outlets	1 space per 40m ² GFA for indoor space plus 1 space per 40m ² outdoor eating area	> 500m ² GFA. 1
Entertainment facilities, including, cinemas, libraries, museums, theatres, gymnasiums, indoor sports facilities, indoor pools, marae, and conference centres	1 space per 5 person design capacity	> 500m ² GFA. 1
Outdoor recreation:		
Golf	2 spaces per hectare	Nil
• Field sports	12 spaces per hectare	Nil
• Sealed surface sports (including club affiliated lawn tennis courts)	20 spaces per hectare	Nil
• Manicured lawn, sports (including bowls and croquet)	80 spaces per hectare	Nil
• Unlicensed club rooms	80 spaces per hectare	Nil
Spiritual facilities	1 space per 20m ² of main auditorium/ worship area, or 1 space per 20m ² of accessory meeting rooms whichever is the greater	Nil
Mortuary chapels and funeral parlors	1 space per 5m ² meeting rooms	Nil
Visitor accommodation. Note: Public areas assessed separately.	1 space per accommodation unit plus 1 space per 2 staff members	Nil
Camp grounds and motor camps	1 space per site plus 1 space per 2 staff members	Nil
Hospitals	1 space per 2 patient beds plus 1 space per 2 staff members	1 per 50 beds
Residential care housing	1 space per 5 people accommodated plus 1 space per 2 staff members	Nil
Health & medical centres	4 spaces per health practitioner plus 1 space per 2 support staff	Nil
Tertiary Institutions	1 space per staff member plus 2 space per classroom equivalent	1 plus 1 per 2000m ² GFA over 2000m ²
Secondary Schools	2 spaces per classroom equivalent	1
Primary Schools	2 spaces per classroom equivalent	Nil
Child care and early learning centres	1 space per staff member plus 1 space per 10 children	Nil

Activity	Minimum Number of Parking Spaces	Minimum Number of Heavy Goods Vehicle Loading Bays
Home occupations- medical and health services	(Additional to household unit requirements) 1 space for non-residents staff plus 2 spaces for public use	Nil
Home occupations: all other activities	(Additional to household unit requirements) 1 space for non-residents staff space plus 1 space for public use	Nil
Home stays	(Additional to household unit requirements) 1 space per accommodation room	Nil
Residential dwelling unit greater than 65m ² GFA	2 spaces per unit	Nil
Residential dwelling unit 65m ² or less GFA	1 space per unit	Nil

Figure C2.11 – Standards for Parking and Loading Provisions

Exemptions from the provision of parking and loading spaces

- a) For the site identified as Waterfront in Appendix H29 of this Plan, an exemption of 100% from the standards for on-site parking shown in figure C2.11 shall apply. No further vehicle parks shall be provided beyond those which have already been marked out and established.
- b) For the site identified as Inner Harbour Surrounds in Appendix H29 of this Plan, an exemption of 50% from the standards for on-site parking shown in figure C2.11 shall apply.

Waiver of parking space or loading bay requirements

- a) It shall not be necessary to provide parking spaces, loading bays or financial contributions in lieu of parking spaces or loading bays on sites in the Inner Commercial zone or the Fringe Commercial zone:

provided that

1. The site has frontage to streets marked as continuous street facade on the urban maps.
2. The site has no legal access to any other road or service lane.

Assessment of number of spaces

- a) The required number of parking spaces and loading bays shall be:
 - i. Calculated in respect of each activity undertaken on the site.
 - ii. Re-calculated in the event of a change in activity.
 - iii. Re-calculated in the event of a change in the scale or intensity of land use.

Sharing of parking and loading spaces

- a) Parking spaces and loading bays may be shared between different activities that occupy the same site.

provided that:

1. The occupier requiring the parking spaces or loading bay is located adjacent to the occupier who provides the parking spaces or loading bay.
2. The total number of required parking spaces or loading bays calculated from Figure C2.11 for the site is still provided.
3. The written agreement of the occupier providing the parking or loading bay is obtained and a copy of the agreement is lodged with Gisborne District Council prior to the commencement of the activity.

Availability of spaces

- a) All required loading and parking spaces shall be kept clear and available for use of occupants or visitors during the normal hours of operation of that use.
- b) With the exception of the following activities, no parking space or loading bay shall obstruct access to any other parking space or loading bay:
 - i. Parking spaces for single residential or minor dwelling units.
 - ii. Parking spaces for home occupations.

iii. Parking spaces for service stations.

Provision of Parking Spaces for the Disabled

- a) Parking spaces for disabled persons shall be provided in accordance with New Zealand Standard NZS 4121:1985: Design for Access and Use of Buildings and Facilities by Disabled Persons.
- b) The number of parking spaces for the disabled required by with New Zealand Standard NZS 4121:1985 is inclusive of the parking requirements specified in Figure C2.11.

Design and Construction of Parking Spaces

- a) The gradient of any parking space used for industrial or commercial activities shall not exceed 1:20.
- b) Where the public make use of vehicle parking spaces at night they shall be lit in accordance with Australian Standard AS 1158.1:1986: ASS Public Lighting Code.
- c) All parking spaces shall be formed and constructed to comply with either the following rules for dimensions in Figure C2.12 (to accommodate the 90 percentile car illustrated in Figure C2.12 or the Australian/New Zealand Standard AS/NZS 2890.1:2004, Part 1 off-street car parking or any subsequent replacement AS/NZS for this standard.
- d) All carparks and associated turning areas for activities other than residential activities shall be sealed and drained.

A Parking Angle (°)	B Width of Parking Space (metres)	C Kerb Overhang (metres)	D Depth of Parking Space (metres)	E Manoeuvring Space (metres)	F Total Depth -One Row (metres)	Total Depth Two rows (metres)
90	2.3	1.0	4.9	8.3	13.2	18.1
	2.5	1.0	4.9	7.7	12.6	17.5
	2.6	1.0	4.9	7.0	11.9	16.8
	2.8	1.0	4.9	6.6	11.5	16.4
75	2.3	1.0	5.2	7.0	12.2	17.4
	2.5	1.0	5.2	6.3	11.5	16.7
	2.6	1.0	5.2	5.2	10.4	15.6
	2.8	1.0	5.2	4.1	9.3	14.5
60	2.3	1.0	5.2	5.0	10.2	15.4
	2.5	1.0	5.2	4.1	9.3	14.5
	2.6	1.0	5.2	3.5	8.7	13.9
	2.8	1.0	5.2	3.2	8.4	13.6
45	2.3	0.8	4.9	2.7	7.6	12.5
	2.5	0.8	4.9	2.6	7.5	12.4
	2.6	0.8	4.9	2.4	7.3	12.2
	2.8	0.8	4.9	2.3	7.2	12.1
30	2.3	0.6	4.0	2.5	6.5	10.5
	2.5	0.6	4.0	2.4	6.4	10.4
	2.6	0.6	4.0	2.4	6.4	10.4
	2.8	0.6	4.0	2.3	6.3	10.3
0	6.1	0.4	2.5	2.8	5.3	7.8

Figure C2.12 – Standards for the dimensions of parking spaces

Design and Construction of Loading Bays

- All loading areas shall be a minimum of 3m wide and 8.5m in length and be capable of accommodating a vehicle 3m in height. Turning areas shall be based on the 99 percentile two-axle truck tracking curve illustrated in Figure C2.15.
- The gradient of any loading bay shall not exceed 1:20.
- All loading bays and associated turning areas shall be hard surfaced and drained.

C2.1.7.2 Assessment Criteria

Note:The assessment criteria applies to the requirements of C2.1.7: Works and Services.

A. Assessment Criteria: Provision of Infrastructure

In regard to the provision of infrastructure, when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

- Whether adequate capacity is available in the existing infrastructure to serve the anticipated land use and the adequacy of any proposed solutions where constraints have been identified.
- Whether adequate capacity is provided to serve other land in the catchment and/or network area of the subject site, taking into account foreseeable growth and development.
- Whether agreement has been reached with non-Council service providers for connection to their network and provision of supply.
- Whether any unplanned expenditure would be needed by Council for the purposes of avoiding, remedying or mitigating adverse effects arising in or beyond the area of application.

- The use of a standard recognised by Council and best practice for the design and construction of infrastructure systems.

In addition, for applications that are reliant upon upgrades or extensions to the existing public infrastructure, the following matters shall be considered:

- The extent to which these works are provided for in the Council's capital works programmes and the timing of such works to serve the subdivision or development.
- Whether the subdivision or development would result in a duplication of resources or services.
- The use of financial contributions and/or negotiated agreements to provide the relevant services.
- In addition, applications for private infrastructure services where a public reticulation system is available, the following matters shall be considered:
 - Avoiding, remedying or mitigating any adverse effects arising in or beyond the area of the site.
 - Ensuring suitable legal arrangements are provided for the maintenance, operation and upgrading of the relevant infrastructure without involving Council in unplanned expenditure.

In addition, applications to defer the installation of infrastructure to future landowners or developers, the following matters shall be considered:

- Whether the location of infrastructure, including vehicle crossings, is identified for future owners to comply with.
- Identifying any capacity constraints that exist and the necessary requirements to avoid, remedy or mitigate those constraints.

B. **Assessment Criteria: Structure Plans**

In regard to structure plans, when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

- the assessment criteria for the provision of infrastructure and the specific infrastructure associated with the structure plan
- the impact on the integrity of the structure plan and potential uncertainty for other developments.

C. **Assessment Criteria: Roading and Access**

In considering whether to grant consent or impose conditions in respect of roading and access, Council shall have regard to, but not be limited by, the following matters:

- Whether there is sufficient capacity in the existing road network to safely and efficiently accommodate the intended land use.
- Whether there are safe and compatible linkages to the existing roading network, including any public transport, pedestrian or cycling infrastructure.
- Ensuring adequate and co-ordinated space for services with particular regard to any agreement from service providers on the location of services.
- Ensuring access for emergency and, where appropriate, waste collection vehicles.
- The use of a standard recognised by Council and best practice for the design and construction of roads and accessway.

In regard to earthworks and drainage:

- Ensuring stable and where necessary geotechnically proven roads and accessways.
- The extent to which roads or accessways are designed to reflect the existing topography with particular regard to avoiding steep grades and large cut and/or fill areas.
- The effective management of surface and groundwater with reference to the stormwater provisions.
- Whether there are opportunities to incorporate low impact design stormwater solutions into the road design and construction.

D. **Assessment Criteria: Reserves and Landscaping**

In regard to the provision of reserves and landscaping, when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

- Whether reserve land to be vested with Council is of an appropriate standard to meet the functions required of it, having particular regard to:
 - Accessibility, including any linkages with the roading network or other public space.
 - Ongoing operational and maintenance costs.
 - Ensuring a high level of amenity.
 - Public safety, taking into account the principles of CPTED (Crime Prevention through Environmental Design).
 - Consistency with Council's "Open Space Strategy for Gisborne City and Wainui (2002-2022)".
- Whether landscaping is of an appropriate standard, having particular regard to:
 - The use of plant species and/or structures appropriate to the location and surrounding land uses.
 - Avoiding interference or conflicts with network utility operations.
 - Providing adequate space and growing conditions for planting areas.
 - Ensuring any landscaping structures are secure and durable.
 - Ongoing operational and maintenance costs.

E. **Assessment Criteria: Stormwater**

In regard to the provision of infrastructure for stormwater, when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

- The extent to which the proposed system is integrated and compatible with the existing stormwater and roading network.
- Whether the proposed system has adequate capacity to convey run-off from the upstream catchment, taking into account foreseeable growth and development.
- Whether sufficient capacity is available in the existing network and downstream catchment to accommodate additional run-off and any necessary works required to avoid, remedy or mitigate adverse effects on the network or catchment.
- Avoiding, remedying or mitigating any potential adverse effects on the drainage associated with adjoining properties.
- Avoiding, remedying or mitigating any potential adverse effects associated with discharge points including:
 - Protection measures against erosion and scouring.
 - Avoiding unstable geological material or steep slopes.
 - Ensuring discharge velocities are suitable for the receiving environment.
- Taking into account the lifecycle and ongoing maintenance costs of stormwater systems, and in particular where the system is to be vested with Council.
- The use of a standard recognised by Council and best practice for the design and construction of the stormwater system.

In addition, for applications that incorporate low impact design methodologies, the following matters shall be considered:

- Whether lifecycle costs and maintenance arrangements have been taken into account, and in particular where the system is to be vested with Council.
- The extent to which any limiting factors, such as slope gradients, road widths and land area have been identified and addressed.

F. **Assessment Criteria: Water**

In regard to the provision of infrastructure for water supply when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

- Whether adequate capacity is available in the existing or proposed reticulated system to serve the anticipated land use.
- For reticulated subdivisions within the Reticulated Services Boundary, whether the existing or proposed reticulated system provides an adequate firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice NZS 4509:2008 and, if not, any alternatives proposed in accordance with the code.
- Whether provision has been made for future water supply to serve the surrounding land, taking into account foreseeable growth and development.
- The use of a standard recognised by Council and best practice for the design and construction of water supply systems.

In addition to the above, applications to connect to Council's reticulation system for sites or buildings outside the Reticulated Services Boundary, the following matters shall be considered:

- Whether there are any special circumstances that justify the need for connection to the reticulated system taking into account any precedent effects that may arise.
- The degree to which the connection may affect the capacity within the Reticulated Services Boundary.
- The use of financial contributions, negotiated agreements or the necessary works to remedy any capacity issues identified as a result of the proposal.
- Whether there is a reticulated wastewater system and, if not, the appropriateness of supplying a restricted flow of water.

G. **Assessment Criteria: Wastewater**

In regard to the provision of infrastructure for wastewater, when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

For wastewater infrastructure connecting to the Council reticulation system:

- Whether adequate capacity is available in the existing reticulated system to serve the anticipated land use.
- Whether provision has been made for future wastewater disposal to serve the surrounding land, taking into account foreseeable growth and development.
- The ability to provide a reticulated system with gravity outfall and where, it is physically impossible to achieve this, any special circumstances that justify the use of pumping systems.
- The use of a standard recognised by Council and best practice for the design and construction of sewage systems.

For wastewater infrastructure not connecting to the Council reticulation system:

- Any documented assessment that identifies and addresses the risks and impacts to the environment and public health taking into account the limiting constraints of the physical environment and the sensitivity of receiving ecosystems.
- The need to undertake a land capability assessment (LCA) to demonstrate the ability to assimilate wastewater into the receiving environment while avoiding, remedying or mitigating the potential for adverse effects, including cumulative effects.
- The adequacy of stormwater management systems to protect the land used for wastewater disposal from flooding, surface and sub-surface water drainage and elevation of groundwater.
- Whether there is adequate land area available for on-site disposal, including reserve land for future requirements, taking into account treatment and disposal options.
- Whether there is a connection to a reticulated water supply system and the extent to which this is incorporated into the system design.
- The degree to which allotment size and allotment yield reflects the capability to manage wastewater, taking into account the matters outlined above.

- The use of a standard recognised by Council and best practice for the design and construction of sewage systems. In addition to the above, applications to connect to Council's reticulation system for sites or buildings outside the Reticulated Services Boundary, the following matters shall be considered:
- Whether there are any special circumstances that justify the need for connection to the reticulated system taking into account any precedent effects that may arise.
- The degree to which the connection may affect the capacity within the Reticulated Services Boundary.
- The use of financial contributions, negotiated agreements or the necessary works to remedy any capacity issues identified as a result of the proposal.

H. **Assessment Criteria: Energy and Telecommunications**

In regard to energy and telecommunication supply, when considering whether to grant consent or impose conditions in respect of any subdivision or resource consent, Council shall have regard to, but not be limited by, the following matters:

- Whether agreement has been reached with the relevant service provider for connection to their network and provision of supply.
- Compliance with the relevant service provider's design and construction requirements.
- Whether suitable legal arrangements have been made for the ongoing operational, maintenance and upgrading responsibilities where supply is not provided by a network utility operator.

C2.1.8 Rules for Activities within and adjacent to the Airport

Rule Table C2.1.8

Rule Number	Rule	Zone/Overlay	Status	Standards	Matters of Control or Discretion
<i>Restricted Discretionary activities</i>					
2.1.8(1)	Noise sensitive activities (excluding noise sensitive activities in buildings which comply with Rules in C11.2.15.6) on land located within the Noise Impact Overlay Area	All zones	Restricted discretionary	N/A	The matters a) to e) in C2.1.8.2(A) below
<i>Prohibited activities</i>					
2.1.8(2)	Activities in the APOA which do not comply with General Standard C2.1.8.1 (1-2)	All zones	Prohibited	N/A	N/A
2.1.8(3)	Construction or alteration of buildings in the APOA to establish the following new activities (except where they are required for airport operations: a) Visitor accommodation b) Camp grounds and motor camps c) Hospital d) Residential care housing e) Health and medical centres f) Educational institutions (including early learning centres and childcare facilities) g) Structures for the purpose of public assembly	All zones	Prohibited	N/A	N/A
2.1.8(4)	Noise sensitive activities on land located within the Air Noise Boundary (except where they are required for airport operations)	All zones	Prohibited	N/A	N/A

C2.1.8.1 General Standards

The following General Standards shall apply to all activities within and adjacent to the airport:

1. Airport Protection Overlay Area (APOA)

The following requirements shall apply to all activities in any area denoted as the airport protection overlay area (APOA) on the airport protection area overlay map, or the Urban and Rural planning maps:

- a) The rules for the APOA shall take precedence over the underlying zone rules.
- b) The establishment of new residential dwellings on land zoned Rural Residential in the APOA shall not result in a residential density of more than one dwelling per hectare.
- c) No structure or activity in the APOA shall, singularly or cumulatively:
 - i. attract birds onto Gisborne Airport or into the APOA that may compromise aircraft safety
 - ii. generate or otherwise cause dust or smoke that may compromise aircraft safety
 - iii. generate or otherwise cause thermal air movements that may compromise aircraft safety
 - iv. cause electronic interference with Gisborne Airport navigation, communication or aircraft control device or signal.

Note:

1. Metal structures with a linear horizontal length of 35m or more have a high potential to reflect radio waves from Gisborne Airport's navigation aids.
2. Attention is drawn to Civil Aviation Regulation 190 (dangerous lights).

2. Air Corridors

- a) No vegetation or structures shall encroach into the Airport height control surfaces.
- b) No buildings or structures shall be erected in the area marked as "Building Exclusion Area" in the structure plan for the Citrus Grove development control area.

Note: The height of vegetation or structures applicable to the Airport Height Control Surfaces can be calculated from the text of Appendix H3A: Airport Height Control Surfaces.

C2.1.8.2 Matters of Discretion

A. Council shall restrict its discretion to the matters a) to e) specified below:

- a) Impact on amenity values.
- b) Effects on human health and comfort.
- c) Reverse sensitivity on the operation of the Gisborne Airport.
- d) Acoustic insulation.
- e) Financial contributions.

C2.1.9 Financial Contributions

C2.1.9.1 Financial Contributions for Water, Wastewater, Stormwater and Land Transport Infrastructure

Financial contributions for water, wastewater, stormwater and/or land transport infrastructure may be imposed on any resource consent where infrastructure works or land are needed to ensure the infrastructure service level requirements can be met for the proposed activity, or where infrastructure works provided in the past will service the activity.

Provided that discretion or control is reserved over the infrastructure, works and services, or over financial contributions.

Purpose of Contributions

- To fund water, wastewater, stormwater or land transport infrastructure so that the service level requirements may be met for the proposed activity. This may include both the recovery of past expenditure on services and contributions towards future expenditure.
- To provide land (including easements) for water, wastewater, stormwater or land transport infrastructure so that the service level requirements may be met for the catchment in which the proposed activity is located.
- To mitigate the adverse effects of the activity on the infrastructure.

Manner for Calculating Contributions

The amount of the contribution will be determined by calculating a fair and reasonable contribution on the facts of each application with particular regard to the following factors:

- The extent to which the activity contributes to the need to undertake the project for which the contributions are considered. Contributions should generally be in reasonable proportion to the significance of any adverse effects cause or contributed to by the activity (relative to other developments). However in some cases there may be uncertainty about other potential contributors and/or a lack of commitment by Council or other organisations to undertake the work and therefore the development can only proceed if the applicant/ developer provides or funds the necessary project.
- In the case of contributions of land, the extent to which the land is needed to ensure the orderly development of infrastructure for the catchment and any relevant structure plans.
- The applicant's views on whether a financial contribution is reasonable and the appropriate form and nature of the contribution.
- Where the development proposed is not consistent with service level requirements or rules in the Plan, the extent to which a financial contribution may help to mitigate or avoid any adverse effect or capacity issue.
- The extent to which any positive effects of the activity offset any adverse effects.
- Whether there are any associated costs e.g. legal, administrative, tax (e.g. GST) and interest costs. Such costs will generally be included in the financial contribution.
- Whether there is likely to be any inflation costs between when the contribution is received and when the work will take place. An adjustment will usually be made for inflation. However the Council may offset the inflation costs by recognising interest on money received ahead of when costs are incurred.

C2.1.9.2 Financial Contributions of Land for Reserves

Financial contributions of land (including easements) may be imposed on subdivision consents where the need for a new reserve is identified in a structure plan or Council policy or where the applicant proposes to vest land in Council.

Provided that: discretion or control is reserved over reserves, or over financial contributions.

Purpose of Contributions

- To provide land for a new reserve.
- Enhance access to a proposed or existing reserve.

Manner for Calculating Contributions

The amount and nature of the contribution will be determined by calculating the fair and reasonable costs of providing a reserve with particular regard to any guidance given in Council policy, such as a structure plan.

C2.1.9.3 Financial Contributions for Parking

- a) Financial contributions for parking and loading spaces may be imposed on any resource consent where the nature of the site and proposed activity is such that the specified parking spaces and loading bay requirements cannot be provided or when the applicant proposes not to provide the specified spaces.
- b) A financial contribution would assist Council to provide suitable land in the vicinity for parking, or will fund past provision of parking.

Provided that: Discretion or control is reserved over parking, or over financial contributions.

Purpose of Contributions

- a) To fund the provision of parking and/or loading spaces off-site. This may include both the recovery of past expenditure or contributions towards future expenditure.

Manner for Calculating Contributions

- a) The maximum amount of the contribution will be determined according to the following formula:

$$\text{Contribution} = Nb ((22.5\text{m}^2 \times \text{LC}/\text{m}^2 + (\$1000 \times \text{PPICI})) + \text{GST}$$

Where:

- i. Nb = Number of parking spaces or loading bays calculated for the activity from Figure C2.11.
 - ii. 22.5m² = The average area required for a parking space which includes the area of the space required for manoeuvring.
 - iii. LC = Land cost based on the valuation of similar land per square metre in the area as if the Council were to acquire land for parking.
 - iv. \$1000 = The cost of construction of a space based on March 1997 figures.
 - v. PPICI = Producers Price Index Outputs Construction Industry.
- b) The financial contribution calculated according to a) may be reduced or determined inappropriate on consideration of the following factors:
- Whether the use will generate the demand for the specified parking or loading spaces and the sufficiency of on-site vehicle parking areas for the likely demand generated by the activity.
 - Whether the owner/developer proposes a suitable off-site alternative.
 - The capacity of parking areas in the vicinity to cope with the likely increased demand generated by the activity and whether the volume of parking likely to be generated by the activity will place a burden on available parking in the area.
 - Whether the peak demand of the activity coincides with the peak demand of surrounding activities.
 - Whether it is feasible for the Council to provide alternative parking in the vicinity or whether any past expenditure has been identified for which the contribution could be used.
 - Whether the required parking spaces are not appropriate in this area because of adverse impacts on amenity and character and the reasonableness of imposing a contribution in these circumstances.
- c) The financial contribution calculated according to a) may also be reduced or waived as a financial incentive for heritage protection if the provision of parking and loading spaces required would preclude the adaptive reuse of a heritage building or make it less economically feasible or attractive to use the site.

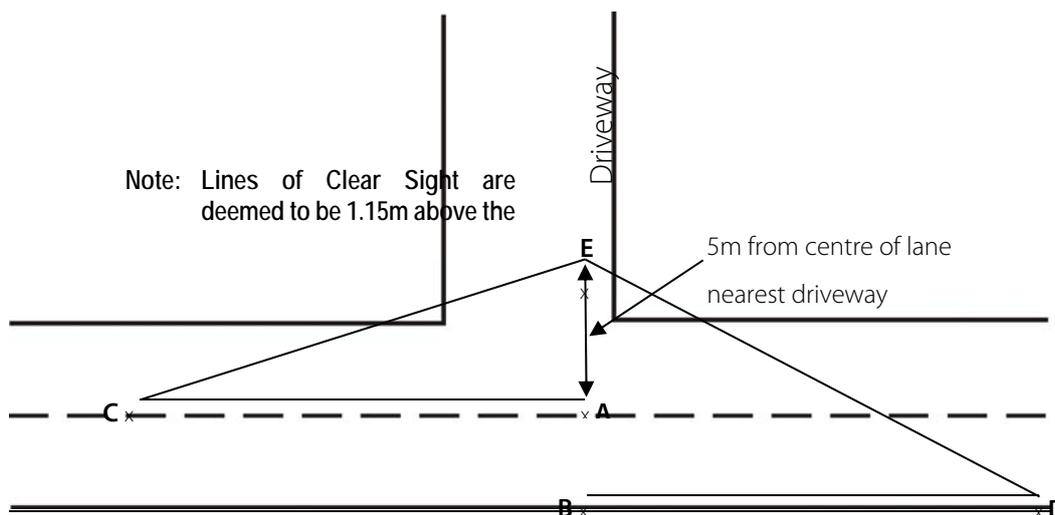


Figure C2.13 – Sight lines at intersections and vehicle crossings

Note: All new vehicle crossings/accessways shall have clear lines of sight between points AC, BD, EC and ED as shown in Figure C2.13 above and in accordance with operating speeds and sight distances in Rule C2.1.7.1(H), Figure C2.4. The specified sight distances in Rule C2.1.7.1(H), Figure C2.4 shall be measured along the centre of the appropriate lane between points A to C and B to D. For practical purposes, A and B can be taken as opposite the centre of the driveway.

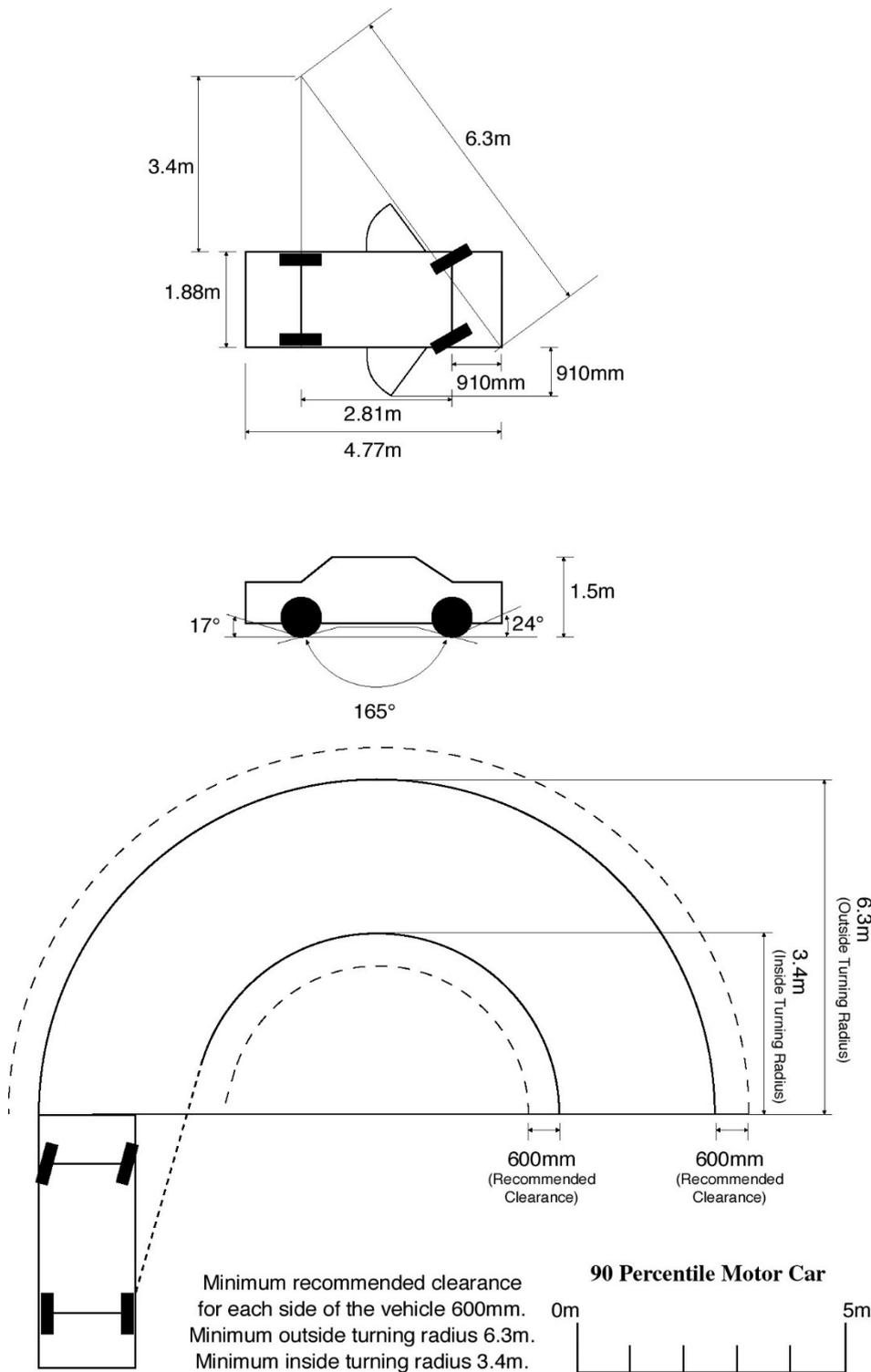


Figure C2.14 – Car tracking curves

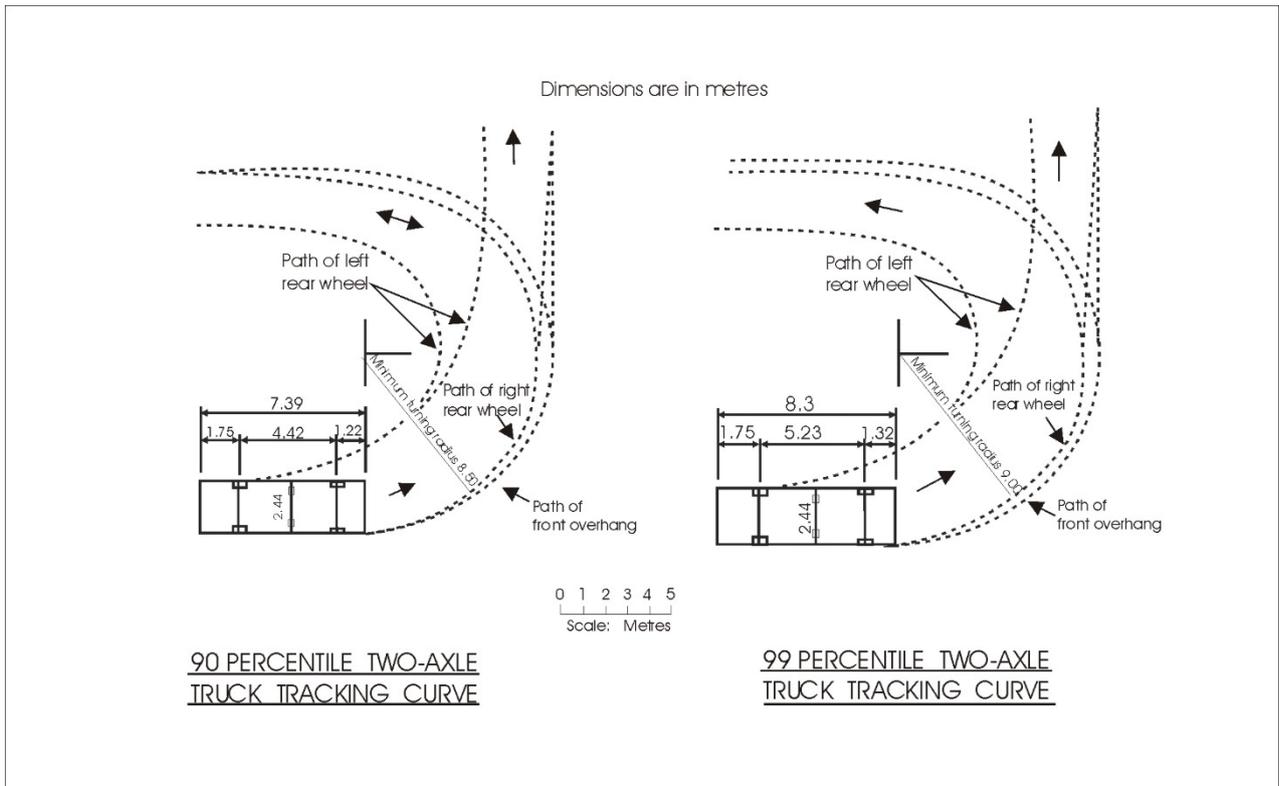


Figure C2.15 – Truck tracking curves

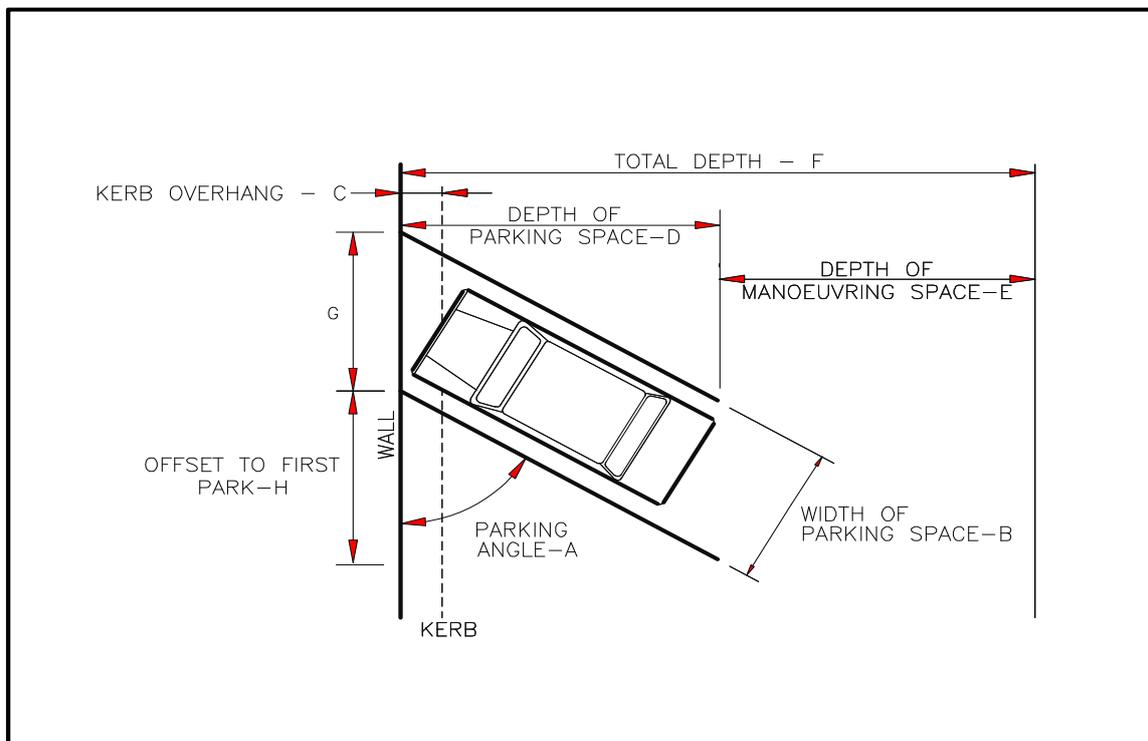


Figure C2.16 – Car parking dimensions

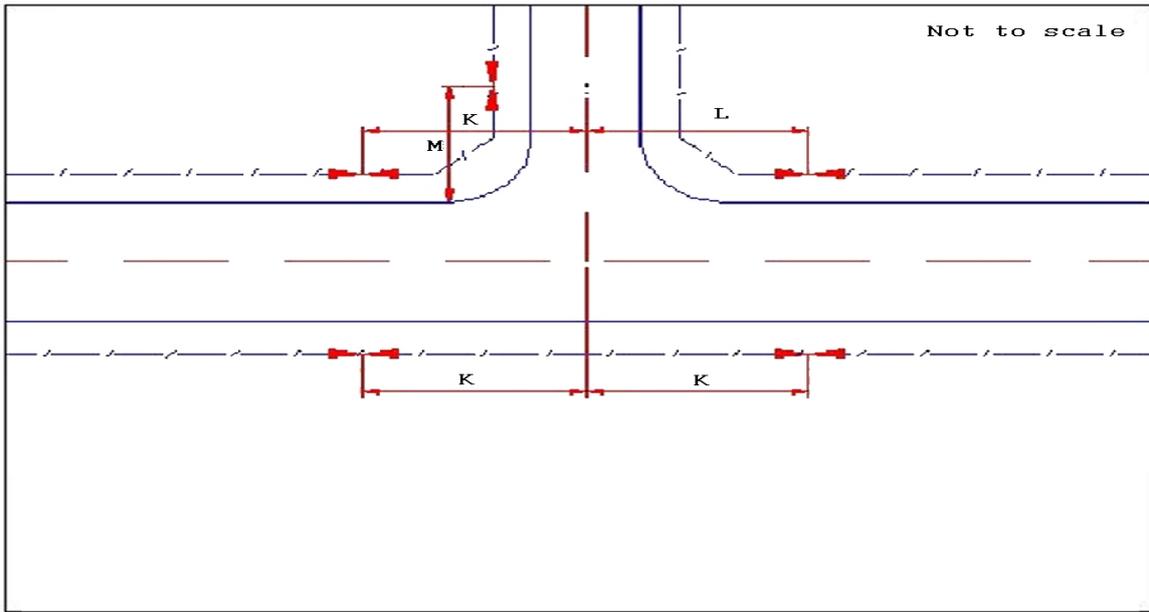


Figure C2.17 – Minimum spacing between property accesses relative to intersections

C2.2 Papakainga and Marae Settlements

C2.2.1 Introduction

The term papakainga is often used to describe a cluster of homes provided on Māori land, and provided in a way which seeks to enhance whanau or hapu social intercourse. However, in a broader sense, papakainga may include any buildings, facilities or structures which enable Māori to live sustainably on their land and could be anything from one house to a piece of land to a small settlement, including kaumatua housing, kohanga reo or cottage industries, recreational facilities, places of worship or urupa. Provision in the Tairāwhiti Plan for the establishment of papakainga and marae settlements will assist in the nurturing of the relationship of Māori, their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.

The Plan provides for papakainga and marae developments throughout the district. Residential and community-based activities on Māori land, are unlikely to lead to a loss of productive land or compromise environmental or amenity values due to the location and low density of such developments. Papakainga and marae settlements in this chapter shall be limited to land defined as Māori land under the Māori Land Act (Te Ture Whenua Māori) 1993.

Māori land is distinctive from land in general title particularly in the sense that the “owners” of the land have an ancestral link, not only to the land, but to one another. It is appropriate to provide for this unique relationship by recognising that the social and ancestral relationships of the owners may enable them to resolve common residential issues internally.

As Māori land is spread throughout the district it is not appropriate to distinguish by zoning techniques. Rather, the owners of such lands may apply either the appropriate zone rules or may choose instead to utilise the provisions of this chapter.

Control of internal design and control of the amenity and living environment shall, as far as possible, be returned to the people themselves as unlike other developments the individuals involved in papakainga and marae development have a stake in the land, which ties them together as whanau. Therefore any effects on the amenity of an area shall be assessed generally in terms of the effect beyond the boundaries of the site. A degree of autonomy is given over to the whanau to protect the amenity within their complex as they consider appropriate.

C2.2.2 Issues

1. Use of zoning techniques alone as a method in the Plan, may not enable Māori to pursue a quality of life consistent with their cultural values and customs in relation to their traditional lands, waters, waahi tapu and other taonga.
2. Hapu wish to direct the use and development of their land in a way that is consistent with their cultural values and customs.
3. The effects of non-residential activities within a papakainga or marae complex, particularly noise and traffic, may be incompatible with the surrounding environment.

C2.2.3 Objectives

Papakainga Objective

1. Sustainable management of Māori land, consistent with the traditional and cultural relationships Māori may have with their ancestral lands, while ensuring appropriate health, safety and environmental standards are maintained.

Surrounding Environment Objective

1. Maintain or enhance the amenity values of lands adjoining Māori land.

Principal reasons:

- **Papakainga 1:** *Papakainga and marae developments are a legitimate land use which involve different issues to those of traditional European settlement. The culture of Māori provides a different perspective with regard to the management of natural and physical resources. The objective seeks to uphold, within the limits of the Act, kaitiakitanga and the rangatiratanga rights of iwi.*
- **Surrounding environment 1:** *The objective seeks to protect the amenity values of land within the district which adjoins Māori land.*

C2.2.4 Policies

Papakainga Policies

1. Provide Māori the freedom to establish papakainga and marae activities on Māori land by recognising the significance of the location to Māori, consistent with their relationship with their ancestral lands and ensuring that any adverse effects on the environment are avoided, remedied or mitigated.
2. To enable Māori to direct the development of papakainga and marae complexes, subject to compliance with health, safety and environmental standards while ensuring that the physical needs of the settlement, in terms of water supply and waste disposal shall be met without adverse effects on the environment.

Surrounding Environment Policies

1. Manage any adverse effects on the amenity values of the surrounding environment by ensuring that:
 - Buildings and structures are located, and activities are conducted so as to avoid, remedy or mitigate any adverse effect on the adjoining landowners.
 - The form and scale of buildings are compatible with that of buildings or landscapes in the immediate vicinity of the complex.
 - The character and amenity of the environment is maintained or enhanced.
 - The location, scale and nature of the proposal are compatible with the surrounding environment.
2. Manage the effects of traffic generated by activities by:
 - Ensuring that adequate on-site vehicle parking and manoeuvring areas are provided for all activities, either individually or communally.
 - Ensuring that the level of traffic potentially generated by the proposal can be accommodated without compromising the safety of traffic and residents on the district's roads.
 - Giving consideration to the nature of adjacent roads, to ensure that entry, exit and manoeuvring of vehicles can be conducted safely from all sites.
 - Ensuring that the layout of on-site parking will not detract from the visual quality of the surrounding environment.
3. Limit activities on papakainga and marae complexes to those which will not alter the existing background noise level for residents outside the papakainga or marae complex.
4. Control the adverse effects of fumes, smell, dust, glare and light on adjacent properties.
5. Preserve access to daylight and privacy for adjoining properties by ensuring that new buildings or structures will not cause loss of sunlight, daylight or privacy to adjoining sites.
6. Control the effects of non-residential activities by:
 - Ensuring that all reasonable steps have been taken to avoid nuisance and that the amenity of the surrounding environment is protected.
 - Ensuring that the location of any activity on a site avoids, remedies or mitigates any adverse effect on the adjoining properties.
 - The provision of fencing and landscaping which safeguards the privacy and visual amenity of the surrounding area.
 - Ensuring that any outdoor storage associated with a non-residential activity does not adversely affect the surrounding environment.
 - Ensuring that the hours of operation of any activity will not adversely affect the amenity of the surrounding environment particularly with regard to noise and traffic generation.

Principal reasons:

- **Papakainga 1 & 2:** *The primary aim of the policy is to enable Māori to adequately house and sustain themselves in a culturally appropriate way, recognising that papakainga is a unique form of primary residential settlement, essential to enable Māori to pursue their traditional relationships, particularly with the land. The policy encourages and strengthens this relationship by enabling settlement on Māori land provided there are no significant adverse effects on the environment and basic health and safety standards are met, consistent with sections 6(e), 7(c) and 7(f) of the RMA.*

- **Surrounding Environment 1:** *Tangata whenua wish to maximise their freedom to use their ancestral lands as they choose for a range of residential and non-residential activities. The policy enables this to occur, provided there is no adverse effect upon the amenity of the surrounding area.*
- **Surrounding Environment 2:** *The policy is intended to protect the amenity of properties adjoining Māori land, from the potential adverse effects of traffic.*
- **Surrounding Environment 3:** *The policy will ensure that specific measures are implemented to minimise the potential effect of noise created by activities in papakainga or marae areas.*
- **Surrounding Environment 4:** *The community values highly the amenity of the various environments and wish to ensure that the use and development of properties is not unduly restricted provided the activity will not adversely affect the environment.*
- **Surrounding Environment 5:** *The policy seeks to ensure that future development is not permitted at the expense of valued amenities such as privacy and access to daylight.*
- **Surrounding Environment 6:** *Provision is made for individuals to work from home and for compatible non-residential activities. The test of compatibility must be whether the activity will have any adverse effect on the neighbouring environment.*

C2.2.5 Methods

Advocacy

1. Advocate and inform the community about Council processes, through the development of an Information Booklet, identifying Council's requirements and incorporating a step-by-step process to obtain the necessary Council consents to undertake papakainga and marae development.

Regulation

2. Rules: Develop rules which identify and protect the amenity values of the residential environment.

Principal reasons:

Advocacy

- **Method 1:** *Information included in the Plan and additional information booklets will increase the community's knowledge and understanding of the resource consent process with regard to papakainga and marae development.*

Regulation

- **Method 2:** *It is desired that owners of Māori land be allowed maximum freedom and flexibility to use and develop their properties as they see fit, in accordance with their traditional and cultural relationship with their ancestral lands. The rules which protect the amenity values of the particular sites by limiting the potential adverse effects of activities, will best achieve an appropriate compromise between personal and cultural freedom and protection of amenity values of an area.*

C2.2.6 Rules for Papakainga and Marae Settlements

Note

Activities shall comply, where relevant, with the regional or district rules in C4 Cultural and Historic Heritage, C5 Environmental Risks, C6 Freshwater, C7 Land Management, C8 Natural Hazards, C9 Natural Heritage, C11.1 Signs.

Rules for each overlay apply in addition to the rules of this Chapter. For the purposes of clarity, where conflict arises, rules for overlays (C4, C9, C8 and C7) will have precedence over provisions in this Chapter.

All activities shall comply with rules specified in C2.1.6, C2.1.7 and C2.1.8 (infrastructure, works and services), C11.2 (noise and vibration) and C11.3.1.1(A-C) (Lighting and Glare)

Rule Table C2.2.6

Rule Number	Rule	Zone/Overlay	Status	Standards	Matters of Control or Discretion
General Rules – Permitted Activities					
2.2.6(1)	Activities (excluding industrial and commercial and activities for which Rules C2.1.8(1) and C2.1.8.(4) apply) on Māori land provided they comply with the General Standards	All zones	Permitted	General standards A to J	N/A
Restricted Discretionary Activities					
2.2.6(2)	<p>Activities (excluding industrial and commercial and activities for Rules C2.1.8(1) and C2.1.8.(4) apply) on Māori land which do not satisfy the General Rules for permitted activities in respect of:</p> <ul style="list-style-type: none"> a) Vibration b) Nuisance c) Lighting and glare d) Recession Planes e) Building length f) Yards g) Infrastructure, works and services h) Outdoor storage i) Fencing j) Financial contributions <p><i>Provided that:</i></p> <ol style="list-style-type: none"> 1. The activity shall comply with all rules (except C2.2.6.2(a) – C2.2.6.2(j) listed above) specified for a permitted activity. 	All zones	Restricted discretionary	General standards A, B, C, E, F, G and H	Matters a) to j) in Rule C2.2.6(A) below

Rule Number	Rule	Zone/Overlay	Status	Standards	Matters of Control or Discretion
2.2.6(3)	<p>Industrial and commercial activities (except activities for which Rule C2.1.8(4) applies) in respect of:</p> <ul style="list-style-type: none"> a) Vibration b) Nuisance c) Location d) Lighting and glare e) Recession Planes f) Building length g) Yards h) Infrastructure, works and services i) Outdoor storage j) Landscaping k) Fencing l) Scale of operation m) Hours of operation n) Financial contributions <p><i>Provided that:</i></p> <ol style="list-style-type: none"> 1. The activity shall comply with all rules (except C2.2.6(3)(a) – C2.2.6(3)(n) listed above specified for a permitted activity. 	All zones	Restricted discretionary	N/A	The matters a) to n) in C2.2.6.2(B) below
Discretionary activities					
2.2.6(4)	Activities which do not satisfy the General Rules and are not provided for as Restricted Discretionary activities	All zones	Discretionary	N/A	N/A
Non-complying activities					
2.2.6(5)	Activities which are not provided for as Permitted, Restricted Discretionary, Discretionary or Prohibited	All zones	Non-complying	N/A	N/A

C2.2.6.1 General Standards

The following General Rules shall apply to all permitted activities on land defined as Māori land under the Māori Land Act 1993 (Te Ture Whenua Māori) 1993.

A. Noise and vibration

- a) Activities on Māori land shall comply with rules for noise and vibration specified in C11.2: Noise, for the underlying zone pertaining to that land.

B. Nuisance

- b) A heavy vehicle may only arrive or depart a site or street adjacent to a residential zone, between the hours of 7am and 10pm. No other activity associated with such vehicles shall be conducted outside 7am and 10pm unless the activity satisfies the rules in this Plan.
- c) No barricade or structure shall be placed on any property, so as to unreasonably prevent or inhibit entry by the police or any authorised officer of the consent authority.

Note: Activities shall be in accordance with relevant air quality rules contained in C1.

C. Recession planes

- a) Buildings, parts of buildings, and structures (excluding chimneys, antennas and support structures) within a papakainga or marae complex shall be contained within recession planes commencing 2.75m above the external boundaries of the site. The angles of the recession plane at each external boundary shall be determined using the recession plane indicator:

provided that a building or structure may exceed the boundary of the recession plane by not more than one metre if the written consent of the adjoining property owners is obtained and submitted to the consent authority at the time a building consent is sought or prior to the commencement of the activity.

D. Roads, Accessways and Parking

- a) Roads, accessways and parking shall be provided in accordance with the rules specified in C2.1.6 and C2.1.7 (Infrastructure, Works and Services):

provided that parking, loading and manoeuvring areas may be located communally within the papakainga complex.

Note: For the purposes of clarity, parking for individual dwelling units need not be provided within the land exclusively attached to the dwelling unit, but may instead be located in another part of the complex, provided that the parking space is kept for the exclusive use of the occupants of the dwelling unit.

E. Building Length

- a) No building where it adjoins a residential or reserve zone shall be more than 15m long without having a vertical or horizontal offset in plan of at least 2m, or the written consent of the adjoining property owner shall be obtained and submitted to the consent authority at the time a building consent is sought.

F. Yards Distances

- a) Eaves, porches, bay or box windows, steps and chimneys may be located within 0.6m of any yard area.
- b) The minimum width of any yard adjacent to land which is not part of the papakainga or marae development shall be as follows:

- i. General Residential, Residential Protection or Inner Residential Zones:

Front sites: Front yard: 4.5m

Other yards: 2m

Rear sites: All yards: 3m.

provided that a building may be erected closer to or on any "other yard" boundary if the written consent of the adjoining property owner is obtained and submitted to the consent authority at the time a building consent is sought, or prior to the commencement of the activity.

- iii. All other zones within the district:

All yards: 4.5m

provided that a building, other than buildings housing animals or birds, may be erected closer to or on any yard, other than a front yard, if the consent of the adjoining landowner is first obtained and the proposed building will not be within 9m of an existing residential building on an adjoining site.

G. **Outdoor Storage**

- a) Materials associated with any non-residential activity on a papakainga or marae site, which are to be stored outside shall not be visible from any residentially zoned property located outside the complex or multiply owned land.

H. **Fencing**

- a) Any individual site within a multiply-owned property, where non-residential activities are conducted, shall be provided with a fence not less than 2m in height and solidly clad, along all external boundaries which adjoin any property zoned residential or reserve, unless the written consent of adjoining property owners is obtained to an alternative proposal, and submitted to the consent authority prior to the commencement of the non-residential activity.

I. **Land adjacent to a State Highway**

- a) The written consent of New Zealand Transport Agency shall be obtained for any proposal adjacent to or requiring access directly onto a state highway.

J. **Noise Impact Overlay**

- a) Within the Noise Impact Overlay, minimum site area for residential dwellings will be as required in accordance with the provisions for the underlying zone.

C2.2.6.2 Matters of Discretion

A. **Council shall restrict its discretion to the matters a)- j) specified below:**

- | | |
|------------------------|--|
| a) Vibration; | f) yards; |
| b) Nuisance; | g) infrastructure, works and services; |
| c) lighting and glare; | h) outdoor storage; |
| d) recession planes; | i) fencing; and |
| e) building length; | j) financial contributions. |

B. **Council shall restrict its discretion to the matters a)- n) specified below:**

- a) vibration
- b) nuisance
- c) location.
- d) ...
- e) recession planes
- f) building length.
- g) yards
- h) infrastructure, works and services
- i) outdoor storage
- j) landscaping
- k) fencing
- l) scale of operation
- m) hours of operation
- n) financial contribution

