

<b>8.0</b>	<b>INFRASTRUCTURE, WORKS AND SERVICES .....</b>	<b>1</b>
8.1	INTRODUCTION .....	1
8.2	ISSUES .....	2
8.3	OBJECTIVES (INFRASTRUCTURE).....	2
8.4	POLICIES (NETWORK UTILITY OPERATIONS) .....	4
8.5	POLICIES (FUNDING AND PROVISION OF INFRASTRUCTURE) .....	6
8.6	POLICIES (DESIGN AND RETICULATION OF INFRASTRUCTURE).....	7
8.7	POLICIES (STRUCTURE PLANS) .....	8
8.8	POLICIES (WORKS AND SERVICES).....	9
<b>8.9</b>	<b>METHODS OF IMPLEMENTATION.....</b>	<b>12</b>
<b>8.10</b>	<b>RULES FOR NETWORK UTILITY ACTIVITIES .....</b>	<b>15</b>
8.10.1	Noise and Parking.....	15
8.10.2	Zoning of Roads and Railway Reserve.....	15
8.10.3	Radio frequency Radiation and Electro and Magnetic Fields.....	15
8.10.4	Stockpiles .....	16
8.10.5	Lighting and Glare .....	16
8.10.6	Height .....	16
8.10.6.1	Residential and Rural zones .....	16
8.10.6.2	Reserve zones .....	17
8.10.6.3	Commercial zones.....	17
8.10.6.4	Industrial zones .....	17
8.10.6.5	Port zones (for utility structures) .....	17
8.10.7	Yard Distances (excluding activities within road reserve and sites of 50m <sup>2</sup> or less).....	18
8.10.7.1	Residential zones .....	18
8.10.7.2	Commercial zones (utility structures only) .....	18
8.10.7.3	Industrial zones (utility structures only) .....	18
8.10.7.4	Rural zones (utility structures only) .....	19
8.10.7.5	Port zones (utility structures only) .....	19
8.10.7.6	Reserve zones (utility structures only) .....	19
8.10.8	Building Length.....	19
<b>8.11</b>	<b>RULES FOR ACTIVITIES WITHIN AND ADJACENT TO THE AIRPORT .....</b>	<b>21</b>
8.11.1	Airport Protection Overlay Area (APOA).....	21
8.11.2	Air Corridors .....	21
<b>8.12</b>	<b>ALL ZONES .....</b>	<b>22</b>
<b>8.12.1</b>	<b>PERMITTED ACTIVITIES .....</b>	<b>22</b>
8.12.1.1	Network utility activities (excluding those listed in 8.12.2 as Restricted Discretionary and 8.12.3 as Discretionary activities).....	22
8.12.1.2	Installation and construction of structures associated with network utility activities (excluding activities listed in 8.12.2 as Restricted Discretionary and 8.11.3 as Discretionary activities).....	22
8.12.1.3	Alteration, minor upgrading, removal and maintenance of structures associated with network utility activities (except that General Rules 8.10.6 and 8.10.7 shall not apply) .....	22
8.12.1.4	Installation, alteration or removal of antennas and associated support structures .....	22

<b>8.12.2</b>	<b>RESTRICTED DISCRETIONARY ACTIVITIES</b> .....	<b>23</b>
8.12.2.1	Network utility activities and structures listed as Permitted which do not comply with the Rules in respect of: .....	23
8.12.2.2	Installation or alteration of pylons .....	23
8.12.2.3	Construction of new roads .....	23
8.12.2.4	Noise sensitive activities (excluding noise sensitive activities in buildings which comply with Rules 8.12.2.4, 11.17.1 and 11.17.2) on land located within the Noise Impact Overlay Area .....	24
<b>8.12.3</b>	<b>DISCRETIONARY ACTIVITIES</b> .....	<b>24</b>
8.12.3.1	Installation or alteration of sewage treatment plants .....	24
8.12.3.2	Construction or alteration of airfields or helipads .....	24
8.12.3.3	Construction or alteration of electricity generating plant .....	24
8.12.3.4	Network utility depots in rural, residential and commercial zones .....	24
8.12.3.5	Installation or alteration of all network utility structures in Heritage Reserve and Amenity Reserve Zones .....	24
8.12.3.6	Network utility activities which are not provided for as Permitted, Restricted Discretionary or Prohibited activities .....	24
<b>8.12.4</b>	<b>PROHIBITED ACTIVITIES</b> .....	<b>24</b>
8.12.4.1	Activities in the APOA which do not comply with Rule 8.11 .....	24
8.12.4.2	Construction or alteration of buildings in the APOA to establish the following new activities (except where they are required for airport operations: .....	24
8.12.4.3	Noise sensitive activities on land located within the Air Noise Boundary (except where they are required for airport operations) .....	24
<b>8.13</b>	<b>RULES FOR WORKS AND SERVICES</b> .....	<b>25</b>
8.13.1	GENERAL SERVICING REQUIREMENTS .....	25
8.13.2	STRUCTURE PLANS .....	25
8.13.3	STREET PLANTING .....	26
8.13.4	STORMWATER SYSTEMS .....	26
8.13.5	WATER SUPPLY .....	27
8.13.6	WASTEWATER SYSTEMS .....	27
8.13.7	ENERGY AND TELECOMMUNICATIONS .....	27
8.13.8	ROADS .....	27
8.13.8.1	Infrastructural Requirements .....	27
8.13.8.2	Sight Lines .....	28
8.13.8.3	Turning Areas .....	29
8.13.9	ACCESS .....	29
8.13.9.1	Sight Lines at Vehicle Crossings .....	29
8.13.9.2	Distances of Vehicle Crossings from Intersections .....	29
8.13.9.3	Manoeuvring Areas .....	29
8.13.9.4	Surfaces .....	30
8.13.9.5	Access to Sites With More Than One Road Frontage .....	30
8.13.9.6	Minimum Distance Between Vehicle Crossings .....	30
8.13.9.7	Single-Site Vehicle Access .....	31
8.13.9.8	Multiple-Site Access and / or Multiple Unit Access .....	31
8.13.10	PARKING .....	31

8.13.10.1	Provision of Parking and Loading Spaces.....	31
8.13.10.2	Waiver of Parking Space or Loading Bay Requirements .....	33
8.13.10.3	Assessment of Number of Spaces .....	33
8.13.10.4	Sharing of Parking and Loading Spaces .....	33
8.13.10.5	Availability of Spaces.....	34
8.13.10.6	Provision of Parking Spaces for the Disabled .....	34
8.13.10.7	Design and Construction of Parking Spaces.....	34
8.13.10.8	Design and Construction of Loading Bays .....	35
<b>8.14</b>	<b>ASSESSMENT CRITERIA.....</b>	<b>36</b>
8.14.1	ASSESSMENT CRITERIA : PROVISION OF INFRASTRUCTURE.....	36
8.14.2	ASSESSMENT CRITERIA : STRUCTURE PLANS .....	37
8.14.3	ASSESSMENT CRITERIA : ROADING AND ACCESS .....	37
8.14.4	ASSESSMENT CRITERIA : RESERVES AND LANDSCAPING.....	37
8.14.5	ASSESSMENT CRITERIA : STORMWATER .....	38
8.14.6	ASSESSMENT CRITERIA : WATER .....	39
8.14.7	ASSESSMENT CRITERIA : WASTEWATER.....	39
8.14.8	ASSESSMENT CRITERIA : ENERGY AND TELECOMMUNICATIONS .....	40
<b>8.15</b>	<b>FINANCIAL CONTRIBUTIONS.....</b>	<b>41</b>
8.15.1	FINANCIAL CONTRIBUTIONS FOR WATER, WASTEWATER, STORMWATER AND LAND TRANSPORT INFRASTRUCTURE ..	41
8.15.2	FINANCIAL CONTRIBUTIONS OF LAND FOR RESERVES .....	42
8.15.3	FINANCIAL CONTRIBUTIONS FOR PARKING.....	42
	FIGURE 1 - SIGHT LINES AT INTERSECTIONS AND VEHICLE CROSSINGS.....	44
	FIGURE 2 - CAR TRACKING CURVES.....	45
	FIGURE 3 - TRUCK TRACKING CURVES.....	46
	FIGURE 4 - CAR PARKING DIMENSIONS .....	47
	FIGURE 5 - MINIMUM SPACING BETWEEN PROPERTY ACCESSES RELATIVE TO INTERSECTIONS.....	47
<b>8.16</b>	<b>ANTICIPATED ENVIRONMENTAL RESULTS.....</b>	<b>48</b>



## 8.0 INFRASTRUCTURE, WORKS and SERVICES

### 8.1 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.
- Works and Services.

Chapter 24 (Glossary) provides formal definitions for the terms *Infrastructure*, *Network Utility Operations*, *Subdivision* and *Works and Services*.

#### 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. Environmental considerations, particularly hazards and amenity values, must also be considered in the development of this resource. 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. It's efficient operation is important to enable the community to provide for it's social, cultural and economic well-being. It also contributes to peoples' safety and health as a facility to enable the local operation of the Air Ambulance Service.

Intense development near Gisborne Airport could affect the safety and efficiency of air transport activities. Historically there has been some encroachment into flight corridors by vegetation. The use of nearby rural land, or it's development for industrial use could potentially lead to effects that interfere with aircraft flight corridors, such as increasing the number of birds near the airport, or causing dust, smoke or thermal air currents. These activities may not only jeopardize aircraft activities, but also place people at risk from the potential of aircraft accidents.

#### Works and Services

The Act requires Council to manage the effects of subdivision and development in a manner which promotes the sustainable management of natural and physical resources. 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 wellbeing, 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 to through the general rules for subdivision (Chapter 12) and within each zone (Chapters 16-22). Subdivision and development activities are required to comply with the rules in Chapter 8 with the status of an activity to be determined through the relevant zoning or subdivision provisions.

Where a resource consent is necessary and works and services are identified as a matter for control or discretion (controlled and restricted discretionary activities), or the activity is identified as a discretionary or non-complying activity, the assessment criteria can be used to determine the suitability and adequacy of the proposed infrastructure.

## 8.2 Issues

- 8.2.1 Infrastructure provides essential services and is an important physical resource, which enables opportunities for people and communities to provide for and enhance their environmental, social, cultural and economic wellbeing.
- 8.2.2 The provision and operation of infrastructure has the potential to adversely affect:
- Amenity values
  - Natural values
  - Heritage values
  - Health and safety
  - Natural hazards
- 8.2.3 The long lifespan of development layouts and the associated infrastructure has long term social, economic and environmental implications for the community and the environment.
- 8.2.4 Additional demand caused by growth and development may place pressure on the capacity on existing infrastructure systems, which are already at capacity in some areas.
- 8.2.5 There are benefits to be derived from providing an integrated and co-ordinated approach to the provision of infrastructure.
- 8.2.6 Given the diverse nature of the district's environment and communities, it is difficult to prescribe infrastructure and engineering standards that cover all possible development scenarios and aspirations.
- 8.2.7 Network Utility Operations have technical and operational requirements that constrain their design and location.
- 8.2.8 Inappropriate land use, development and subdivision has the potential to adversely affect the provision and operation of infrastructure.
- 8.2.9 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.

## 8.3 Objectives (Infrastructure)

1. Infrastructure that enables people and communities to provide for, and enhance their environmental, social, cultural and economic wellbeing.
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. That the 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. To 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. That the 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.

*Explanations and principal reasons:*

1. *This objective applies Part 2 of the Act to the provision of infrastructure and therefore promotes sustainable management. It also recognises the importance of enhancing the wellbeing of people and communities.*
2. *These requirements are considered core principles to be achieved in the provision of new infrastructure. Achieving these principles will ensure that the purpose and principles of the Act are taken into account and minimum environmental standards are upheld.*
3. *An integrated approach is important to ensuring growth and development proceeds in a way and at a rate that is sustainable and manageable for the communities resources. The objective aims to ensure the long-term interests of the community and infrastructure providers are taken into account when growth and development proposals are considered.*
4. *This objective relates to the benefits and opportunities that the provision of infrastructure presents. Many of the concepts around low impact urban design are in their infancy in Gisborne and as knowledge and experience increases they will likely become more common place. Currently, the best approach council can take to achieve these objectives is to promote the concepts through increasing awareness and Council leadership in its own projects. There is an increased awareness around the environmental and social implications of subdivision and development. Enabling and promoting initiatives that improve outcomes in this regard is considered to be an important part of sustainable management.*
5. *Network Utility Operators are often constrained in where they can be located or how they can be designed, with their options for relocating limited. Significant investments have been made into these operations, which provide essential services to the wider community. It is important to ensure that inappropriate land use, development or subdivision does not adversely affect these services or foreclose the potential for replacement and upgrading.*
6. *A safe operating environment is required for all activities associated with aircraft operations. In particular, defined airspace corridors, unobstructed by physical objects or electronic interference, are required for the safe approach, departure and in-flight manoeuvres of aircraft.*

*Refer also to 11.9 for objectives relating to transport noise.*

## 8.4 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 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, including:
  - road maintenance;
  - maintenance or reinstatement of structures, land and flora.

### 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 35).
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*Explanation and Principal reasons (1 -2): Provision of network utility services is critical to the wellbeing of the community. However it is important that the provision of these services to meet legitimate community needs does not unreasonably affect the sustainable management of the natural and physical environment. Individuals shall be enabled to install their own infrastructure where the adverse effect on the environment can be avoided, remedied or mitigated.*

*Explanation (3): The historical, cultural, spiritual or natural significance of either the proposed site or adjacent sites may be such that the presence of network utility infrastructure detracts from its amenity values or significance. Principal reason (3): To maintain or enhance the historical, cultural, spiritual or natural significance of localities throughout Gisborne District.*

*Explanation (4): Some activities in the road reserve that are necessary to maintain the efficient use of network utility infrastructure may have minor adverse effects. Principal reason (5): To facilitate the use and development of network utility infrastructure in the road reserve.*

*Explanation (6): Careful consideration must be given to the siting, design and operation of any new aircraft operation and maintenance areas to minimise the potential for aircraft accidents. Principal reason (6): To reduce the risk of injury or damage from aircraft accidents.*

*Explanation and Principle reason (7): Careful consideration must be given to the siting, design and operation of any new aircraft operation and maintenance area to avoid the adverse environmental effects of dust and noise. Principal reason: To maintain or enhance amenity values and the quality of the environment.*

*Explanation (8): The potential for aircraft accidents increases near the airport as aircraft undertaking landing or taking off manoeuvres are in close proximity to the ground, have limited options to manoeuvre and require precise control and guidance.*

*Ground-based activities in the proximity of the airport must be compatible to maintain the efficient operation and safety of aircraft using Gisborne Airport and its air space corridors. Threats to aircraft operations arising from nearby ground-based activities may include; intrusions into aircraft flight corridors by the height of structures, dust, smoke or birds, significant thermal disturbances or electronic interference to navigation aids (e.g. reflection from large metal structures). Principal reason (8): To safeguard the operational environment of Gisborne Airport to provide for the safety and health of people.*

*Explanation (9): Activities near the airport that attract or accommodate large numbers of people increases the hazard potential from aircraft accidents. Allowing large numbers of people to assemble in areas where there is a risk of aircraft accidents is an adverse effect in terms of Section 3 of the Act. Principle reason (9): To avoid or mitigate any potential adverse effects of aircraft by limiting the number of people who occupy land or assemble beneath the runways' approach and departure fans.*

*Explanation (10): The airport is an essential facility for the social and economic wellbeing of Gisborne District. There are, however, noise issues related to the airport which are essential for their operation. 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 11.5.6.)*

*Explanation and Principle reason (11): The threat to airport safety due to hazardous discharges in the vicinity should be avoided. These airport services are essential for the economic wellbeing and the continuing health and safety of the local and wider community. The policy will ensure that this service is protected as the hinterland develops over time.*

**8.5 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, for example, 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.

*Explanation and Principle Reasons*

*Explanation (1-2): The onus of ensuring appropriate infrastructure is provided to meet service level standards will primarily lie with those seeking to undertake the development. However in some circumstances Council and other infrastructure organisations may commit, through their capital plans, to providing infrastructure that will serve a development.*

*Explanation (3): Council wishes to avoid creating multiple funding regimes and financial contributions will only be used for projects in special circumstances. For example, where works are not planned in the Long Term Council and Community Plan or where land is required for reserves or other infrastructure. If other funding sources such as development contributions are indicated a financial contribution will generally not be required. Financial contributions will also not be appropriate where there is lack of commitment to the project for which the contribution is considered.*

Council intends to carry over funding from financial contributions to development contributions with the review of the Ten Year Plan unless there are special circumstances why financial contributions should be used instead of development contributions. Therefore the use of financial contributions for historic projects will be limited.

*Explanation (4): Rule 8.13 sets out the circumstances when financial contributions may be imposed, the manner in which the level of any contribution 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. The amount payable will be determined according to the facts of the particular application, rather than any arbitrary dollar amount or percentage of project value.*

*Explanation (5): In most cases alternative design or works and service conditions are likely to be 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.*

*Explanation (6): To consider the 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.*

*Explanation (7): A financial contribution of land for reserves may exceed what would normally be required under the Development Contributions Policy.*

*Explanation (8): From time to time complex infrastructure issues arise e.g. a developer may require infrastructure ahead of when it is planned in Council's capital works programme or a Structure Plan identifies a need to acquire reserves within the development site. In such situations 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.*

*Explanation (9): Financial contribution and development contributions are to fund the capital costs of infrastructure and not operational costs.*

*Explanation (10): Subdivision and development proposals must ensure that the full costs of their activities and/or intended land uses are considered in the context of the wider infrastructure network. Council cannot generally afford to provide new or upgraded infrastructure that is not provided for in its LTCCP or Annual Plan. The remaining policies provide for situations where funding issues may be identified.*

## 8.6 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 wellbeing.
  - 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 recognizing 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 Gisborne Urban Area 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.

*Explanation and Principle Reasons:*

1. *There are many aspects to achieving the sustainable management of infrastructure resources. This policy recognises that infrastructure systems need to be designed and constructed in an integrated manner whilst meeting the balancing requirements of Part 2 of the Act.*
2. *It is important to address 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.*
3. *Public infrastructure services have been provided to ensure public health and safety expectations are met, the environment is safeguarded and the provision of services are affordable for the community. Council's expectation is that where these 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.*
4. *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.*
5. *Beyond the Gisborne Urban Area, there is little access to Council infrastructure services. Subdivision and development activities in these areas will need to ensure there are no adverse effects associated with their infrastructure.*
6. *It is important that proposals for new or upgraded infrastructure recognize the wider context they occur within. Providing services that take into account potential growth and development promotes an efficient use of resources and may avoid costly upgrades in the future.*
7. *Non-Council service providers can have similar infrastructure issues to Council such as capacity constraints and uncertainty over asset6 planning to accommodate growth. However, they do not have the same statutory ability to assess subdivision and development proposals prior to approval. In order to avoid unexpected costs and delays it is considered important to better integrate non-Council providers into subdivision and development processes.*

## 8.7 Policies (Structure Plans)

1. To generally require subdivision and infrastructure to be provided consistent with the following structure plans:
  - Taruheru Block Infrastructure Plan (Appendix 20).
  - Roothing Concept Plan for the Rural Industrial A Zone (Appendix 31).
2. To review:
  - the intersection between the infrastructure plan road north of Ruru Avenue and Back Ormond Road; and
  - 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 (Appendix 20)). Consideration will also be given to the practicality of using methods which allow access to emergency vehicles e.g. retractable bollards.
3. To work with landowners to design and purchase additional reserve space in the area indicated in Appendix 20 – Taruheru Block Infrastructure Plan and to ensure

- that any reserves are integrated into future development in a manner that promotes safety and amenity.
2. 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 (Appendix 20).

*Explanation and Principle Reason (1): The structure plans are intended to promote coordinated development. Compliance is needed to ensure the integrity of the structure plan and to avoid uncertainty for developments.*

*Explanation and Principle Reason (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 coordinated 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.*

*Explanation and Principle Reason (3): Reserve space for active and passive recreation should be provided within a convenient distance of every resident.*

*Explanation and Principle Reason (4): To optimise development outcomes the presence of the lines should be considered early in planning any development of the Taruheru Block. Activities will need to comply with the minimum safe separation distances specified in the NZECP 34 : 2001. the identification of a High Voltage Transmission Line Corridor in Appendix 20 will help alert developers and Council of the existence of the lines and the need to maintain separation distances. The existing transmission lines may also have a visual effect, but by "designing-in" the lines, these impacts can be reduced. Alignment of the high voltage transmission lines with roads is promoted as this will help to ensure ease of access for maintenance. 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.*

## 8.8 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.
7. To prefer low impact design approaches to stormwater management and in particular where there is a need to:
- Protect or enhance natural heritage and amenity values associated with receiving environments such as waterways and the coastal environment.
  - Improve the quality of stormwater discharges.
  - Reduce peak flows associated with additional runoff.

**Water**

8. To ensure there is an adequate supply of water in terms of volume and quality for the anticipated land use, including provision for fire fighting supply.
9. To promote and encourage the efficient use of water through subdivision and land development activities.

**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.

*Refer to Regional Discharges Plan and Gisborne District Council's Guidelines for On Site Wastewater Treatment and Disposal in the Gisborne District.*

Explanation and Principle Reasons:

1. *There are competing demands for the space within the road reserve. Council recognises that it is important to manage this public space in an integrated manner to ensure that the various community expectations can be met.*
2. *Individual property access is an important component of subdivision and land development. However, it should not occur in isolation to the other functions and requirements of the road reserve (listed in Policy 1). The 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.*
3. *Given the varied nature of the district's physical and social environments, all roads and accessways will have circumstances unique to their location and surrounding use. They should be designed and constructed to reflect their surroundings whilst ensuring their various functional requirements are met.*
4. *The development of roads may have adverse effects on the character and amenity value of the local environment. The homogeneity of a neighbourhood can be physically divided, affecting local social and economic interactions.*

*Subsequent increased traffic flows can create added noise, dust, vibration and danger to pedestrians, (especially children) and cyclists. Similarly, changes to flora, fauna and water flow patterns may arise. Principal reason (6): To maintain or enhance the quality of the environment.*

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. However, planting and landscaping have the potential to adversely affect above ground and under ground utility services. Planting and landscaping that avoids, remedies or mitigates potential adverse effects is consistent with integrated management and the efficient use of resources.*
6. *This policy ensures the basic elements of a stormwater system are recognised and provided.*
7. *There is an increasing awareness of the need to improve the quality of stormwater and decrease the peak flows associated with runoff and discharges. Low impact design offers solutions where there may be capacity issues or the need to protect sensitive receiving environments such as streams, rivers or the coastal environment. It also provides opportunities to integrate amenity values with water management solutions. There are various methods and standards available to ensure these solutions can be designed to the specific circumstances.*
8. *An adequate water supply is important for the well being of people and communities and for their health and safety.*
9. *This policy is intended to promote the benefits of efficient water use and assist in minimizing costs to the community by prolonging the lifetime of water supply infrastructure.*
10. *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.*
11. *Maintaining health and safety and avoiding, remedying or mitigating adverse effects are core principles of sustainable management required under Part of the Act. This policy applies to both reticulated and non-reticulated wastewater disposal.*

## 8.9 METHODS OF IMPLEMENTATION

### 8.9.1 Advocacy / Information

1. Gisborne District Council will 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.

Refer to Roding  
Hierarchy maps,  
Appendix 12 and  
construction standards  
in 15.2.1.

### 8.9.2 Works

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

*Principal reasons (1): Gisborne District Council is the principal body that plants trees in existing road reserves.*

### 8.9.3 Economic Instruments

1. Council uses the Long Term Council and Community Plan process to develop a capital works work programme for infrastructure that may support development. Small funds may be provided for within the capital work 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. Gisborne District Council administers 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 as they avoid the need to seek commitment from other parties for the project etc. for which the contributions are sought.

### 8.9.4 Regulation

1. Zones
2. Roding Hierarchy: Council shall classify roads according to their function into a roading hierarchy. Rules and conditions may be applied according to the road and / or the adjoining property according to the road's classification within the roading 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 all 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. Two Structure Plans are currently incorporated into the plan:
- Taruheru Block Infrastructure Plan.
  - Roothing Concept Plan for the rural Industrial A Zone.

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. It promotes connectivity of water supply network to enhance pressure and security of supply; and takes advantage of the contours of the land for wastewater and stormwater flows. 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 roading 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.

## 7. Rules

*Refer to Appendix 13 for location of APOA.*

*Refer to Appendix 19 for location of noise boundaries.*

*Refer to Appendix 14 for location and determination of airport height control surfaces.*

## 8. Development Contribution Policy

*Principal reason (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.*

*Principal reason (2): The classification and standardisation of design and construction of road reserve infrastructure will provide consistency and certainty for developers while addressing adverse effects.*

*Principal reason (3): Rules within an identified area near Gisborne Airport - the Airport Protection Overlay Area - 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.*

*Principal reason (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. The Air Noise Boundary and the Outer Control Boundary identify noise boundaries within which these rules apply.*

*Such activities would only be allowed within the Outer Control Boundary (they are prohibited in the Air Noise Boundary) if they are suitably insulated against the accepted noise generated by some airport activities.*

*Principal reason (5): Structure Plans are intended to integrate different developments and promote overall good infrastructure design.*

*Principal reason (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.*

*Principal reason (7): Development contributions assist in the planning and provision of appropriate infrastructure.*

### 8.9.5 Other Controls

1. Attention is drawn to other Gisborne District Council plans made under the Act but outside of the District Plan that are relevant to network utility activities in regard to contamination and discharges. These include:
  - a) The Regional Air Quality Management Plan;
  - b) The Regional Discharges to Land and Water, Waste Management and Hazardous Substances Plan;
  - c) The Regional Coastal Environment Plan.
2. 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);

## 8.10 RULES FOR NETWORK UTILITY ACTIVITIES

### Note

In addition to the rules of Chapter 8, network utility activities shall comply, where relevant, with the regional or district rules in Chapter 3-Cultural Heritage, Chapter 4-Natural Heritage, Chapter 5-Natural Hazards, Chapter 6-Land, Chapter 7-Beds of Lakes and Rivers, Chapter 9 – Contaminated Sites, Chapter 9A – Hazardous Substances, Chapter 10-Signs and Chapter 12- Subdivision. ~~and Chapter 14-Financial Contributions~~

### **General Rules**

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

#### **8.10.1 Noise and Parking**

- a) Network utility activities shall be exempt from the requirements of Chapter 11-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 Chapter 11-Noise.
- c) Network utility activities (on sites of greater than 200m<sup>2</sup>) shall comply where relevant, with Chapter 15. Provided that only network utility activities involving industrial, warehousing, motor vehicle repairs and service, office and retail activities shall be required to comply with Rule 15.4.

#### **8.10.2 Zoning of Roads and Railway Reserve**

- 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**)

#### **8.10.3 Radio frequency Radiation and Electro and Magnetic Fields**

- a) All network utilities shall comply with the New Zealand Standard NZS2772.1 (1999) Radiofrequency Fields: Part 1 Maximum Exposure Levels - 3KHz - 300GHz and with NZS 6609.2:1990 - Radiofrequency radiation: Part 2: Principles and Methods of Measurements 300khz to 100ghz or any subsequent replacement national standard for either of these standards.
- b) All network utility activities shall comply with the International Commission on Non-ionizing Radiation Protection (ICNIRP) Guidelines (1990) and any subsequent replacement Guidelines or Standards.

**8.10.4 Stockpiles**

- a) Stock piles 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.

**8.10.5 Lighting and Glare**

- a) All exterior lighting shall be directed away from adjacent properties and roads so that the spill of light is contained within the external boundaries of the property.
- b) Any welding activities (excluding construction activities) shall be screened so that they are not visible from residential or reserve zones and roads.
- c) Activities shall not emit artificial lighting greater than:
  - i) 10 lux spill (horizontal and vertical) of light as measured at or within the boundary of any site zoned residential or the notional boundary of any rural dwelling;
  - ii) 20 lux spill (horizontal and vertical) of light as measured at or within the boundary of any property zoned commercial.
- d) In industrial and reserve zones between the hours of 1800 and 2200 hrs the limits apply at the boundary of residential or rural zones directly adjoining industrial or reserve sites or 20 metres from a residential building in a rural area, and are measured in a vertical plane parallel to the relevant boundary, to a height equal to the height of the potentially affected dwellings.
- e) In industrial and reserve zones between the hours of 2200 and 0700 hrs limits apply in the plane of the windows of the habitable rooms of dwellings on nearby residential properties.

**8.10.6 Height**Note:

1. To clarify, lines, cables, aerials, antennas, masts, pylons, poles, streetlights and other support structures which are excluded from the definition of "utility structures" (Chapter 24) are not subject to any restrictions on height, yard distances or building length except in the case of Rules 8.10.7.1(b), 8.11 and 8.12.1.4.
2. Where a structure, which is specifically excluded from the definition of "utility structure" is affixed to a building or structure, the affixed structure shall not be included when determining the total height of the building or structure.

**8.10.6.1 Residential and Rural zones**

- a) Utility structures shall be contained within recession planes commencing 2.75 metres 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.

Refer to Appendix 21 -  
Recession Plane  
Indicator.

**8.10.6.2 Reserve zones**

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

**8.10.6.3 Commercial zones**

- a) Utility structures shall comply with the following height limits:
- i) Inner Commercial zone (Gladstone Rd/Peel St marked as continuous street facade): Maximum: 14 metres
  - ii) Inner Commercial zone (area not marked as continuous street facade): Maximum 10 metres
  - iii) Outer Fringe & Amenity\_Commercial zone Maximum:12 metres
  - iv) Suburban & Rural Commercial zones Maximum 10 metres

**PROVIDED THAT** any site having a common boundary with any residential or reserve land, 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.

**8.10.6.4 Industrial zones**

- a) Maximum height for utility structures: 20 metres
- b) Where any site has a common boundary with or is separated from land zoned residential, rural or reserve by any road or railway, then utility structures shall not project beyond a building envelope constructed by recession planes from points 2.75 m 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.

Refer to Appendix 21  
- Recession Plane  
Indicator

**8.10.6.5 Port zones (for utility structures)**

- a) Maximum height for any structure in Zone A 12m

**PROVIDED THAT**

- i) structures do not include antennas and their supporting structures and network utility poles and streetlights;
  - ii) 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 such recession planes shall be determined for each site by use of the recession plane indicator.
- b) Maximum height for any structure in Zone B (excluding structures associated with essential port activities): 30m

**PROVIDED THAT**

- i) 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 degrees.
- ii) 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.
- c) The height of vegetation or structures in the APOA shall not extend into the air height control surfaces.

Refer to Appendix  
21 - Recession  
Plane Indicator.

**8.10.7 Yard Distances (excluding activities within road reserve and sites of 50m<sup>2</sup> or less)****8.10.7.1 Residential zones**

- a) Canopies and verandahs may intrude into the street when determining compliance with yard requirements.
- b) All utility structures (including support structures): All yards: 4.5 metres

**Provided that** any structure may be erected a minimum of 2 metres 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.

**8.10.7.2 Commercial zones (utility structures only)**

- a) 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 facade.
- b) Awapuni Road Area zoned Outer Commercial between Grey Street, Awapuni, Customhouse St and Waikanae Stream:  
Front yard: (on Awapuni Rd and Customhouse St) 7.5m  
Rear yard on Waikanae Stream: 20m from MHWM
- c) All other zones:
  - i) yards are required only where a site adjoins a residential zone.
  - ii) side yards: 3.0m
  - iii) rear yards for service areas & outdoor storage areas: 4.5m
  - iv) street boundaries of car parks: 3.0m

**8.10.7.3 Industrial zones (utility structures only)**

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

**8.10.7.4 Rural zones (utility structures only)**

- a) All yards: 4.5 metres  
**Provided that** 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.
- b) No crib or fence shall be erected where it obstructs traffic sight lines.
- c) Eaves of buildings may not encroach by more than 0.6m on any yard.

**8.10.7.5 Port zones (utility structures only)**

Yards are only required where the site adjoins:

- a) a road adjacent to a residential zone: 4.5m  
 b) the Hirini Street Cemetery: 3.0m

**8.10.7.6 Reserve zones (utility structures only)**

- a) Utility structures shall be set back a minimum of 4.5 metres from road boundaries; 3.0 metres from residential and rural residential zone boundaries unless otherwise stated in the relevant zone.

**8.10.8 Building Length**

- a) No utility structure where it adjoins a residential or reserve zone shall be more than 15 metres long without:
- having a vertical or horizontal offset in plan of at least 2 metres, or
  - 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)), or
  - being offset from each other unit by not less than 25 per cent of the width of the unit nearest the road, with a minimum offset of 2m (see Figure (2)); or
  - 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.
  - No utility structure (excluding roads, rail and buildings) shall exceed 30m<sup>2</sup> gross floor area in or adjoining a residential or commercial zone.

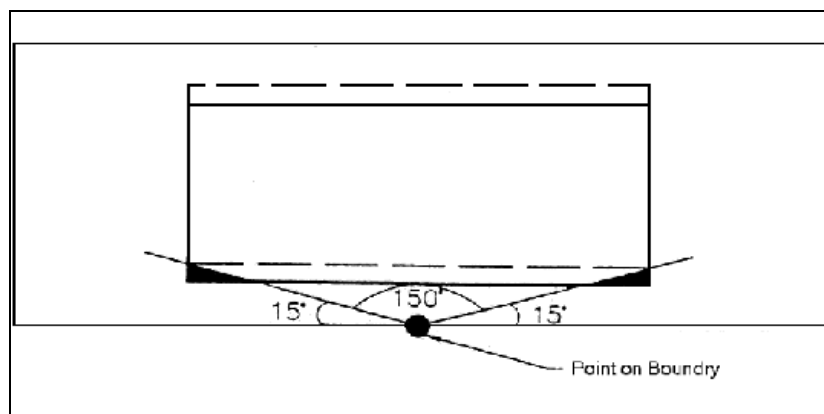


Figure 1 Example of a unit built within a 150 degree angle, centred on the boundary.

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

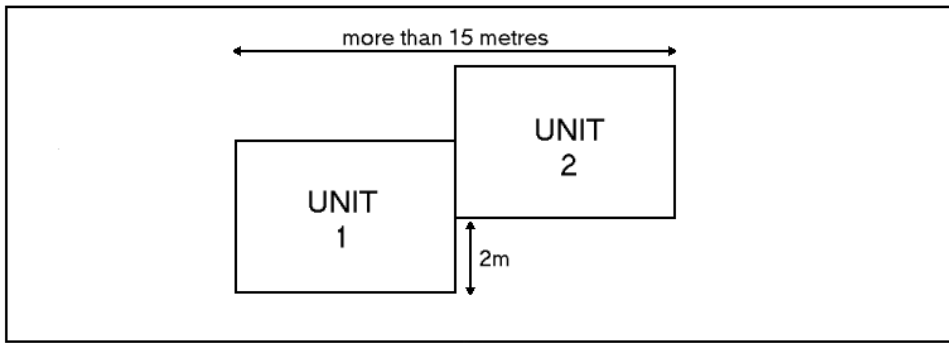


Figure 2 Example of units being offset by two metres

## **8.11 RULES FOR ACTIVITIES WITHIN AND ADJACENT TO THE AIRPORT**

### **8.11.1 Airport Protection Overlay Area (APOA)**

Refer to Appendix 13 -  
Airport Protection  
Overlay Area.

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).

### **8.11.2 Air Corridors**

- a) No vegetation or structures shall encroach into the "Airport Height Control Surfaces.

Note:

The height of vegetation or structures applicable to the Airport Height Control Surfaces can be calculated from the text of Appendix 14 - Airport Height Control Surfaces.

Refer to Appendix 14 -  
Airport Height Control  
Surfaces.

## 8.12 ALL ZONES

### 8.12.1 Permitted Activities

Unless otherwise specified in this Plan, the following network utility activities shall be permitted activities provided they comply with the General Rules 8.10.1 – 8.10.9 and Rule 8.11:

#### 8.12.1.1 Network utility activities (excluding those listed in 8.12.2 as Restricted Discretionary and 8.12.3 as Discretionary activities)

#### 8.12.1.2 Installation and construction of structures associated with network utility activities (excluding activities listed in 8.12.2 as Restricted Discretionary and 8.11.3 as Discretionary activities)

*Provided that:*

- 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 Rule 8.10.7 shall not apply).

#### 8.12.1.3 Alteration, minor upgrading, removal and maintenance of structures associated with network utility activities (except that General Rules 8.10.6 and 8.10.7 shall not apply)

#### 8.12.1.4 Installation, alteration or removal of antennas and associated support structures

*Provided that:*

- 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 5.0m 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 Rule 21.8.3;
- c) In residential and rural zones the maximum height of support structures (including fixtures except lightning rods) shall not exceed 20 metres;
- d) The maximum diameter of support structures (including irregular shaped support structures), above 3.4 metres vertical height from ground level, shall not exceed 600mm;
- e) In residential zones only one support structure may be erected per site (excluding accessways and roads).
- f) In residential zones antennas shall not exceed 1.4 metres in diameter.

*For activities in Cultural Heritage Overlays refer to Chapter 3.*

*For activities in Natural Heritage Overlays refer to Chapter 4.*

*For activities in the Hazard Overlays refer to Chapter 5.*

*For activities in the beds of lakes and rivers refer to Chapter 7.*

*Refer to Chapter 6 for Land Disturbance and Vegetation Clearance.*

## **8.12.2 Restricted Discretionary Activities**

The following activities shall be restricted discretionary activities:

### **8.12.2.1 Network utility activities and structures listed as Permitted which do not comply with the Rules in respect of:**

- a) Noise and parking
- b) Underlying zones
- c) Radiofrequency radiation and EMF
- d) Stockpiles
- e) Lighting and glare
- f) Height, yards and building length
- g) Airport Protection Overlay Area and Air Corridors
- h) Location under or over ground (Refers to non-compliance with Rule 8.12.1.2(a))
- i) Number of support structures, per site, associated with antennas

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 a) – i) above which are unable to be complied with.

### **8.12.2.2 Installation or alteration of pylons**

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

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

### **8.12.2.3 Construction of new roads**

*Provided that:*

1. The activity is not part of a proposed subdivision.

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

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

**8.12.2.4 Noise sensitive activities (excluding noise sensitive activities in buildings which comply with Rules 8.12.2.4, 11.17.1 and 11.17.2) on land located within the Noise Impact Overlay Area**

*Refer to Appendix 19 - for location of the Noise Impact Overlay Area.*

Council shall restrict its discretion to the matters a) - 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

**8.12.3 Discretionary Activities**

The following activities shall be discretionary activities:

**8.12.3.1 Installation or alteration of sewage treatment plants**

**8.12.3.2 Construction or alteration of airfields or helipads**

**8.12.3.3 Construction or alteration of electricity generating plant**

**8.12.3.4 Network utility depots in rural, residential and commercial zones**

**8.12.3.5 Installation or alteration of all network utility structures in Heritage Reserve and Amenity Reserve Zones**

**8.12.3.6 Network utility activities which are not provided for as Permitted, Restricted Discretionary or Prohibited activities**

**8.12.4 Prohibited Activities**

The following activities shall be prohibited activities for which no resource consent shall be granted:

*Refer to Appendix 13  
Airport Protection  
Overlay Area.*

**8.12.4.1 Activities in the APOA which do not comply with Rule 8.11**

**8.12.4.2 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

*Refer to Appendix 19 -  
Air Noise Boundary.*

**8.12.4.3 Noise sensitive activities on land located within the Air Noise Boundary (except where they are required for airport operations).**

## **8.13 RULES FOR WORKS AND SERVICES**

### Note

In addition to 8.10 Rules for Network Utility Activities, the provision of works and services shall comply, where relevant, with the regional or district rules in Chapter 3 – Cultural Heritage, Chapter 4 – Natural Heritage, Chapter 5 – Natural Hazards, Chapter 6 – Land, Chapter 7 – Beds of Lakes and Rivers, Chapter 9 – Contaminated Sites, Chapter 9A – Hazardous Substances, Chapter 10 – Signs and Chapter 12 – Subdivision.

### **General Rules**

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

#### **8.13.1 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 Gisborne Urban Area 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.

#### **8.13.2 Structure Plans**

- a) Where relevant, subdivision and provision of infrastructure shall be consistent with the Taruheru Block Infrastructure Plan (Appendix 20) and the Roding Concept Plan for the Rural Industrial A Zone (Appendix 31), 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; and

- 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.
- b) No structure other than those associated with the relevant infrastructure shall be constructed on land indicated for infrastructure in the structure plan.

For clarity, additional roads may be provided than those indicated in the structure plan.

### **8.13.3 Street Planting**

- a) For new roads in residential, commercial and industrial zones either:
  - A minimum of 5m<sup>2</sup> 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.

### **8.13.4 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.
- 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).
- i) In Rural R and Rural L zones, discharge and dispersal of stormwater shall not exceed the peak runoff for up to a 10% AEP event as calculated for conditions prior to development occurring, and runoff from the development site shall not be in a concentrated flow.

**PROVIDED THAT**

In respect to 8 and 9 the 'Gisborne District Council Waru and Haisman Streams Catchment Management and Stormwater Structure Plan, 2008' shall be complied with.

**8.13.5 Water Supply**

- a) Water Supply within the Gisborne Urban Area 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.
  - ii. Fire fighting water supply shall be provided in accordance with the New Zealand Fire Service Fire Fighting Water Supplied Code of Practice 2008 SNZ PAS 4509:2008.
- b) Water Supply Outside the Gisborne Urban Area Boundary
  - i. Sites for any activity that will require a water supply shall be provided with a safe and potable supply of water.
  - ii. Sufficient water supply shall be available for fire fighting purposes in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ 4509:2008.

**8.13.6 Wastewater Systems**

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

*Refer to Regional Discharges Plan and Gisborne District Council's Guidelines for On Site Wastewater Treatment and Disposal in the Gisborne District.*

**8.13.7 Energy and Telecommunications**

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

**8.13.8 Roads****8.13.8.1 Infrastructural Requirements**

- a) All proposed new roads shall connect to, and be compatible with, the District Roding Hierarchy, as depicted in the Roding 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

Road Type	Zone	Potential USERS	ROAD RESERVE WIDTH (Metres)	CARRIAGE WAY WIDTH (Metres)	FOOTPATHS (1.2m in width)
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	

Table 1 Rules 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 Table One above:

$$\text{Potential Users} = T / MS$$

where:

- i) T = total area of land to be subdivided (m<sup>2</sup>)  
 ii) MS = minimum permitted site size for zone (m<sup>2</sup>)

*Refer to relevant zone chapters & Chapter 12 - Subdivision for minimum permitted site size.*

### 8.13.8.2 Sight Lines

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

c)

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

Table 2: Rules 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:

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

**8.13.8.3 Turning Areas**

- a) Turning areas for cul de sacs (illustrated in Figure Three) 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

Table 3: Rules for Turning Areas

**8.13.9 Access****8.13.9.1 Sight Lines at Vehicle Crossings**

- a) All vehicle crossings shall be constructed and located to ensure that the sight lines (illustrated in Figure One) specified in Table Two are maintained with no obstructions, whether temporary or permanent, for the distances specified in Table Two:

**8.13.9.2 Distances of Vehicle Crossings from Intersections**

Sites shall maintain distances of crossings from intersections, so as to comply with Tables 4 and 5.

Posted  (Legal) Speed Limit (Km/h)	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

Table 4: 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

Table 5: Property Access performance criteria located on collector and minor roads

Note:

All distances are to be measured in accordance with Figure 5.

**8.13.9.3 Manoeuvring Areas**

- a) Subject to 15.3.3(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 2.

## 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.

**8.13.9.4 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:
  - i) Finished with a sealed surface where the adjoining carriageway is sealed.
  - ii) Finished with a hard surface where the adjoining carriageway is unsealed.
- c) All shared accessways and associated turning areas shall be:
  - i) Finished with a sealed surface and drained in residential, commercial or industrial zones or reserves adjoining these zones.
  - ii) 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:
  - i) Finished with a sealed surface and drained in residential, commercial or industrial zones or reserves adjoining these zones.
  - ii) Finished with a hard surface in rural zones, or reserves adjoining rural zones.

**8.13.9.5 Access to Sites With More Than One Road Frontage**

- a) For properties that have legal frontage on to two roads:
  - i) 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 Roading Hierarchy Maps.
  - ii) 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 Roading Hierarchy Maps.

*Refer Appendix 12 - Roading Hierarchy maps.*

**8.13.9.6 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.

**8.13.9.7 Single-Site Vehicle Access**

- a) The width of accessways and vehicle crossings for individual sites shall comply with the rules in Table Four:

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

Table 4: Rules 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 Table 5.

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

Table 5 Rules for the Maximum Number of Vehicle Crossing

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

**8.13.9.8 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 3 commercial or industrial sites may share access from a single accessway and vehicular crossing.
- d) More than 3 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

Table 6 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.

**8.13.10 Parking****8.13.10.1 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 Table Seven 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 Table 7 GFA = Gross Floor Area.
- d) Parking spaces and loading bay requirements are as follows in Table Seven below:

Activity	Minimum Number of Parking Spaces	Minimum Number of Heavy Goods Vehicle Loading Bays
Industry, manufacturing and processing sites	1 space per 50 m <sup>2</sup> GFA	1 plus 1 space per 1000m <sup>2</sup> of GFA over 2000m <sup>2</sup>
Warehouses, auction rooms and bulk storage facilities, depots	1 space per 100 m <sup>2</sup> GFA	1 plus 1 space per 1000m <sup>2</sup> of GFA over 2000m <sup>2</sup>
Motor vehicle repairs and services	4 spaces per service bay	Nil
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 50 m <sup>2</sup> GFA	1 per 2000m <sup>2</sup> GFA
Retail Stores (excluding retail stores with 1500m <sup>2</sup> or more GFA)	1 space per 40 m <sup>2</sup> GFA plus 1 space per 40 m <sup>2</sup> outdoor retail area	1
Large Retail Stores (including retail stores with 1500m <sup>2</sup> or more GFA)	1 space per per 40 m <sup>2</sup> GFA	1 plus 1 per 1000m <sup>2</sup> GFA over 2000m <sup>2</sup>
Banks	1 space per 40 m <sup>2</sup> 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 <sup>2</sup> GFA over 2000m <sup>2</sup>
Restaurants, cafes, wine-bars and fast food outlets	1 space per 40 m <sup>2</sup> GFA for indoor space plus 1 space per 40 m <sup>2</sup> outdoor eating area	> 500m <sup>2</sup> 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 <sup>2</sup> 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 <sup>2</sup> of main auditorium / worship area; <b>or</b> 1 space per 20m <sup>2</sup> of accessory meeting rooms <b>whichever is the greater</b>	Nil
Mortuary chapels and funeral parlours	1 space per 5 m <sup>2</sup> 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

Refer to 17.15.2.4 for additional rule relating to parking on Residential Protection Zone sites.

Activity	Minimum Number of Parking Spaces	Minimum Number of Heavy Goods Vehicle Loading Bays
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 <sup>2</sup> GFA over 2000m <sup>2</sup>
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
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 <sup>2</sup> GFA	2 spaces per unit	Nil
Residential dwelling unit 65m <sup>2</sup> or less GFA	1 space per unit	Nil

Table 7 Rules for Parking and Loading Provisions

**8.13.10.2 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.

**8.13.10.3 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.

**8.13.10.4 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 Table 7 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.

#### 8.13.10.5 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:
- Parking spaces for single residential or minor dwelling units;
  - Parking spaces for home occupations;
  - Parking spaces for service stations.

#### 8.13.10.6 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 Table Seven.

#### 8.13.10.7 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 table 8 (to accommodate the 90 percentile car illustrated in Figure 4) or the Australian / New Zealand Standard AS/NZS 2890.1:2004, Part 1 Off-street car parking or any subsequent replacement AS/NZS standard for this standard.

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

Table 8: Rules for the Dimensions of Parking Spaces

- d) All car parks and associated turning areas for activities other than residential activities shall be sealed and drained.

**8.13.10.8 Design and Construction of Loading Bays**

- a) 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 Three.
- b) The gradient of any loading bay shall not exceed 1:20.
- c) All loading bays and associated turning areas shall be hard surfaced and drained.

## 8.14 ASSESSMENT CRITERIA

Note: The assessment criteria applies to the requirements of 8.13: Works and Services.

### 8.14.1 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 recognized 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 land owners 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.

#### **8.14.2 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.

#### **8.14.3 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 coordinated 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 recognized 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.

#### **8.14.4 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 are provided for planting areas.
  - Ensuring any landscaping structures are secure and durable.
  - Ongoing operational and maintenance costs.

#### 8.14.5 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 runoff 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 runoff 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 recognized by Council and best practice for the design and construction of the stormwater system.

In addition, 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.

**8.14.6 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 reticulated system to serve the anticipated land use, including the requirements of fire fighting supply.
- 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 recognized 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 Gisborne Urban Area 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 Gisborne Urban Area 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.

**8.14.7 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 recognized 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.

*Refer to Regional Discharges Plan and Gisborne District Council's Guidelines for On Site Wastewater Treatment and Disposal in the Gisborne District.*

- 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 subsurface 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 recognized 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 Gisborne Urban Area 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 Gisborne Urban Area Boundary.
- The use of financial contributions, negotiated agreements or the necessary works to remedy any capacity issues identified as a result of the proposal.

#### **8.14.8 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.

## 8.15 FINANCIAL CONTRIBUTIONS

### 8.15.1 Financial Contributions for Water, Wastewater, Stormwater and Land Transport Infrastructure

#### Circumstances Imposed

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.

### 8.15.2 Financial Contributions of Land for Reserves

#### Circumstances Imposed

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.

### 8.15.3 Financial Contributions for Parking

#### Circumstances Imposed

- 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; and
- 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

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

#### Manner for Calculating Contributions

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

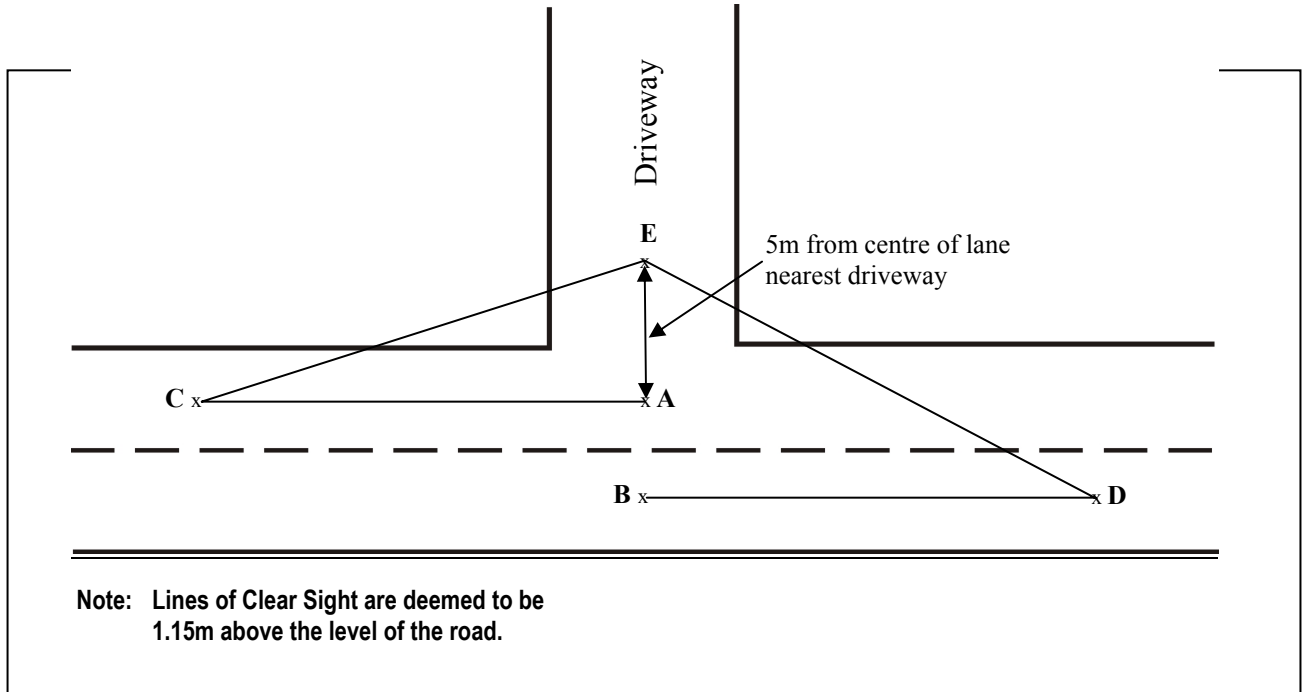
$$\text{Contribution} = N_b ((22.5\text{m}^2 \times \text{LC}/\text{m}^2 + (\$1000 \times \text{PPICI})) + \text{GST}$$

Where:

- $N_b$  = Number of parking spaces or loading bays calculated for the activity from Table Seven.
- $22.5\text{m}^2$  = The average area required for a parking space which includes the area of the space required for manoeuvring.
- $\text{LC}$  = 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 offsite 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.

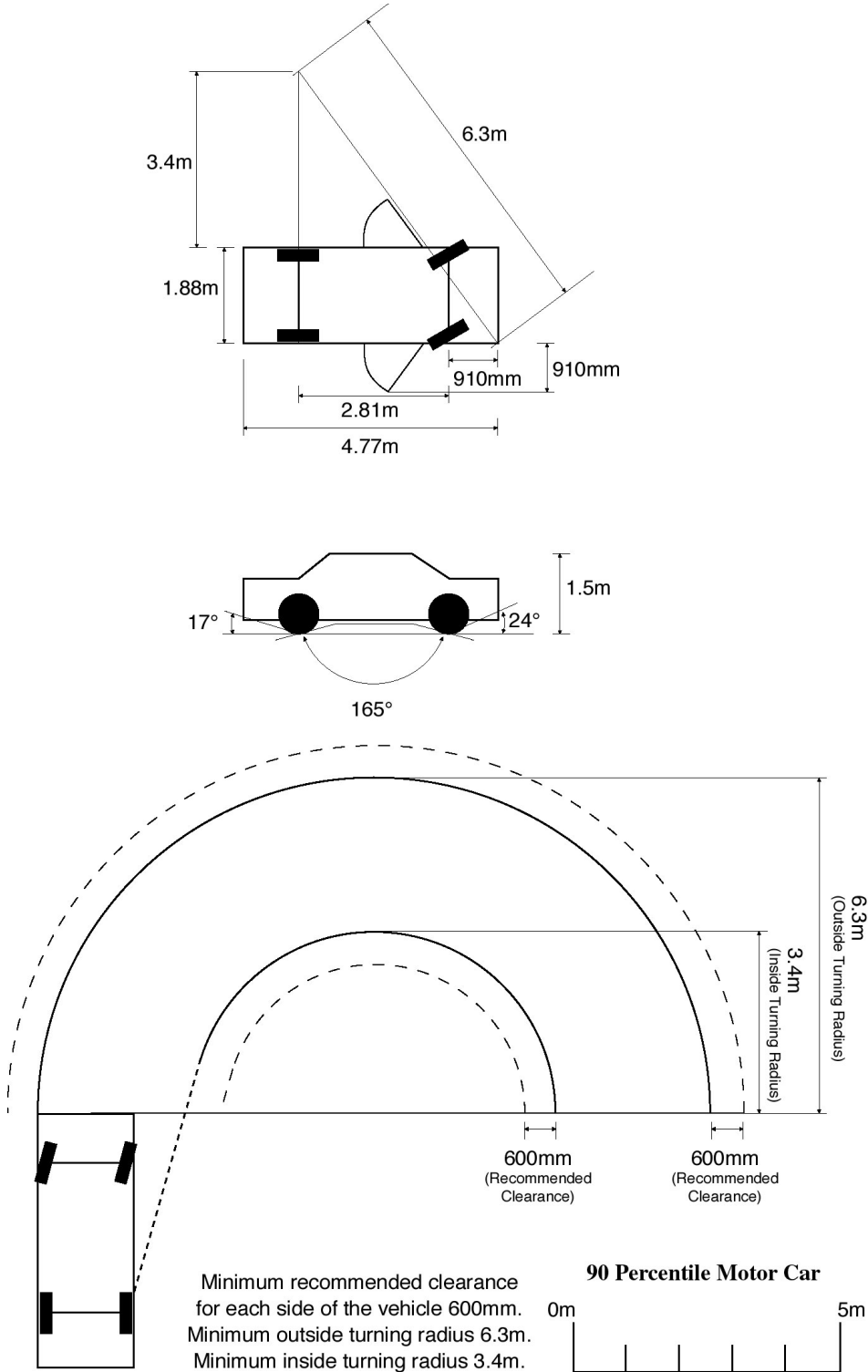
**FIGURE 1 - Sight Lines at Intersections and Vehicle Crossings**



**Figure 1: Sight Lines at Intersections and Vehicle Crossings**

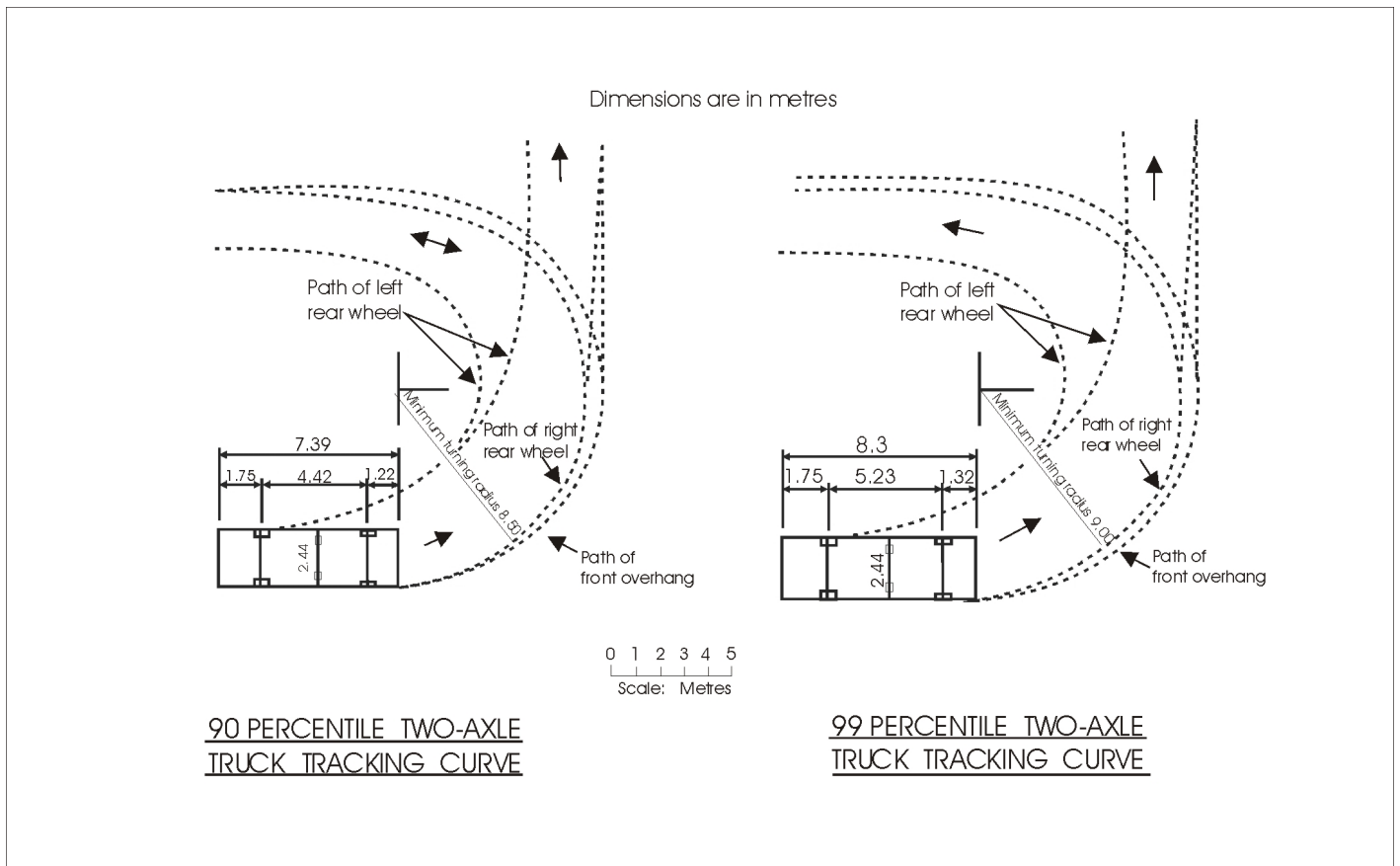
**Note:** All new vehicle crossings / accessways shall have clear lines of sight between points AC, BD, EC and ED as shown in Figure 1 above and in accordance with operating speeds and sight distances in rule 15.2.4 (Table 2). The specified sight distances in rule 15.2.4 (Table 2) shall be measured along 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 2 - Car Tracking Curves**



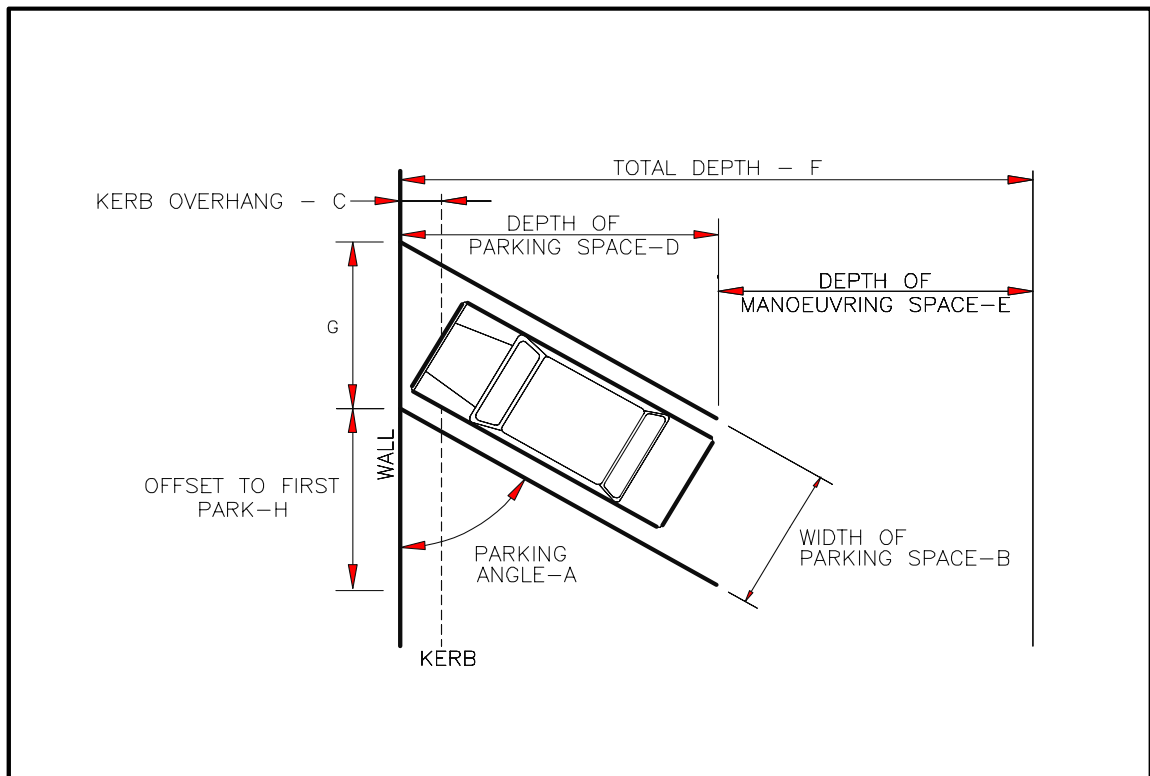
**Figure 2: Car Tracking Curves**

**FIGURE 3 - Truck Tracking Curves**

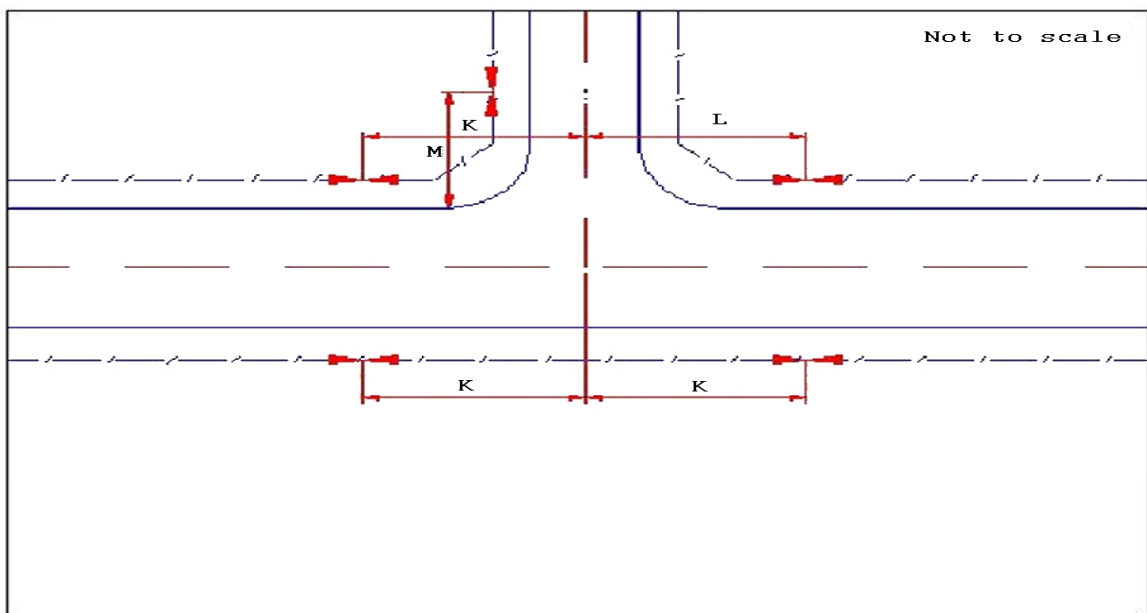


**Figure 3: Truck Tracking Curves**

**FIGURE 4 - Car Parking Dimensions**



**Figure 4 Car Parking Dimensions**



**FIGURE 5 - Minimum Spacing between property accesses relative to intersections**

## **8.16 ANTICIPATED ENVIRONMENTAL RESULTS**

- a) Ongoing operation, maintenance and upgrading of existing network utilities and provision of new network utilities where significant adverse effects on the environment can be avoided, remedied or mitigated.
- b) Protection of network utilities from other land use activities which may adversely affect them.
- c) Integration of subdivision, development and infrastructure design.
- d) Efficient infrastructure that avoids adverse effects on the environment and which helps to promote communities social, cultural and economic wellbeing.