

Council Briefing Agenda

Date: Tuesday, 5 March, 2019

Time: 1:00 pm

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)

Cr Stu Bell

Cr Gavin Benney

Cr Crichton Christie

Cr Vince Cocurullo

Cr Tricia Cutforth

Cr Shelley Deeming

Cr Sue Glen

Cr Phil Halse

Cr Cherry Hermon

Cr Greg Innes

Cr Greg Martin

Cr Sharon Morgan

Cr Anna Murphy

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Apologies

2. Reports

2.1 Urban and Services Plan Changes (Briefing 2)

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3. Closure of Meeting

2.1 Urban and Services Plan Changes (Briefing 2)

Meeting: Council Briefing
Date of meeting: 5 March 2019
Reporting officer: Robert Burgoyne, Melissa McGrath, David Badham

1 Purpose

To discuss the proposed Urban and Services Plan Changes prior to seeking approval for formal notification.

2 Background

The Urban and Services Plan Changes propose the following new zones and district wide chapters, with associated objectives, policies and provisions:

New Urban Zones (Plan Change 88 (PC88))

- City Centre Zone (CC)
- Mixed-use Zone (MU)
- Commercial Zone (COM)
- Waterfront Zone (WZ)
- Shopping Centre Zone (SCZ)
- Local Commercial Zone (LC)
- Neighbourhood Commercial Zone (NC)
- Light Industrial Zone (LI)
- Heavy Industrial Zone (HI)
- Low-density Residential Zone (LDR)
- Medium-density Residential Zone (MDR)
- High-density Residential Zone (HDR)
- Residential Zone (RES)
- Precincts (PREC)
- Port Zone (SPPO)
- Airport Zone (SPA)
- Hospital Zone (SPH)

New Open Space Zones (Plan Change 115 (PC115))

- Conservation Zone (CON)
- Open Space Zone (OS)
- Sport and Active Recreation Zone (SAR)

New District Wide Chapters

- Plan Change 148 (PC148): Strategic Direction (SD)
- Plan Change 148 (PC148): Subdivision (SUB)
- Plan Change 109 (PC109): Transport (TRA)
- Plan Change 136 (PC136): Three Waters Management (TWM)
- Plan Change 147 (PC147): Earthworks (EARTH)
- Plan Change 82 (PC82): Lighting (NL)
- Plan Change 82 (PC82): Signs (SI)

As part of the proposed plan changes there are also changes proposed to the District Plan maps as well as consequential amendments and new definitions.

On 19 April 2018, the draft Urban and Services Plan Changes were presented at the Planning and Development Committee Scoping Meeting along with the proposal for the website based pre-notification consultation.

On 20 September 2018, a summary of the feedback received through pre-notification consultation was presented at the Planning and Development Committee Scoping Meeting.

On 11 December 2018, an overview of the implications of the draft National Planning Standards was presented at the Planning and Development Committee Scoping Meeting.

The Urban and Services Plan Changes have recently undergone legal review. Minor refinements to the plan changes may be required in response to this briefing, legal review feedback and changes to the draft National Planning Standards.

On 19 February 2019, half of the Urban and Services Plan Change package was presented at the Planning and Development Committee Briefing Meeting.

3 Discussion

The second briefing on the Urban and Services Plan Changes will be structured as follows:

- Part 1 – Recap of Briefing 1, summary of any changes made and follow up discussion
- Part 2 – Overview of:
 - Port, Airport and Hospital Zones
 - Open Space Zones
 - District Wide Chapters
- Part 3 – Questions and discussions

A 'Cheat Sheet' has been attached to provide guidance on interpreting the proposed chapters and definitions. PowerPoint presentations and zone mapping will be provided at the briefing. The proposed Plan Change has been drafted in the format mandated by the draft National Planning Standards. Proposed definitions are included in Attachment 13 to assist understanding of the terms referred to.

Following consideration at the briefings, the draft Plan Changes will be prepared for the Planning Committee for adoption in April and then follow the RMA notification process, doubling the statutory time for submissions. This would result in the following tentative plan change timeline:

- Submission Period: May – July
- Further submission Period: July – August
- Hearings: November/December 2019
- Commissioners Recommendation: February 2020

4 Attachments

1. Attachment Cheat Sheet
2. Port Zone (SPPO) Chapter
3. Airport Zone (SPA) Chapter
4. Hospital Zone (SPH) Chapter
5. Conservation Zone (CON) Chapter
6. Open Space Zone (OS) Chapter
7. Sport and Active Recreation Zone (SAR) Chapter
8. Three Waters Management (TWM) Chapter
9. Transport (TRA) Chapter
10. Earthworks (EARTH) Chapter

11. Lighting (NL) Chapter
12. Signs (SI) Chapter
13. Proposed Definitions

Attachment Cheat Sheet

Overview

Each chapter contains an “Overview” section with a high-level description of the Chapter/Zone.

Objectives

XXX-O1 – [Objective Title]
(e.g. CC-O1 – *Amenity*)

Each chapter contains objectives within the red text box. Objectives are presented as “Chapter Acronym-O# – ‘Objective title’” in the left column with the Objective text in the right column.

Policies

XXX-P1 – [Policy Title]
(e.g. CC-P1 – *Character*)

Each chapter contains policies within the green text box. Policies are presented as “Chapter Acronym-P# – ‘Policy title’” in the left column with the Policy text in the right column.

Rules

XXX-R1 Rule Title (e.g. *Building Height*)

Where relevant, chapters contain rules in blue, purple and red boxes. Rules are presented as “Chapter Acronym-R# – ‘Rule title’” in the top row with the Rule text in the following rows. The ‘Rule Title’ forms part of the rule and should be read along with the Rule text. Generally, built form rules are listed first with activity rules following. The Rule text uses the following format:

Activity Status: [Insert activity status where the below rule details are complied with]

Activity Status when compliance not achieved: [Where relevant, insert activity status where the rule details are not complied with.]

Where:

1. [Insert rule detail]
(e.g. *The maximum building height is 8m*)

XXX-R2 Permitted (P) Rules

Any Permitted rules are contained in light blue boxes.

XXX-R3 Restricted Discretionary (RD) and Discretionary (D) Rules

Any Restricted Discretionary and Discretionary rules are contained in dark blue boxes.

XXX-R4 Non-Complying (NC) Rules

Any Non-Complying rules are contained in purple boxes.

XXX-R5 Prohibited (Pr) Rules

Any Prohibited Rules are contained in red boxes.

XXX-REQ1 Information Requirements

Where relevant, any information that is required to be provided along with a resource consent application is contained in green boxes.

Attachment Cheat Sheet

Definitions

A copy of the definitions proposed as part of the Urban and Services Plan Changes has been provided as Attachment 13. Where an operative definition has not been listed, then the definition within the Operative Whangarei District Plan applies and is not proposed to be amended as part of the Plan Changes. Definitions **highlighted in yellow** have been prescribed by the draft National Planning Standards and cannot be amended.

It is proposed to use “definition groupings” to sort activity definitions into similar categories. There are five definition groupings proposed which gather specific land use activities into general groups. These include: Industrial Activities, Community Activities, Commercial Activities, Residential Activities and Rural Production Activities. Within each grouping activities are listed with the more general on term on the left and the more specific term on the right. Where a District Plan rule manages a general activity, that general activity includes all of the specific activities listed in the definition grouping unless otherwise specified in the rules.

As part of Attachment 13 the definition grouping terms have been listed within the corresponding definition grouping, and all other definitions have been listed alphabetically.

Scope of Plan Change

In response to the draft National Planning Standards, the Urban and Services Plan Changes propose several consequential changes to the structure and layout of the District Plan. This includes “relocating” provisions to new chapters to be consistent with the draft National Planning Standards.

Provisions that are **highlighted in grey** are the result of consequential amendments and are not being notified for submissions.

RMA Activity Status

The Resource Management Act 1991 provides for the following classes of activities for resource consent:

- Permitted – Undertaken without resource consent, sometimes with performance standards to be met.
- Controlled – Resource consent required, Council must grant consent, conditions and consideration is limited to the specific rule breach and matters of control.
- Restricted Discretionary – Resource consent required, Council may decline, conditions and consideration is limited to the specific rule breach and matters of discretion, application may be notified.
- Discretionary – Resource consent required, Council may decline, no limit to discretion, application may be notified.
- Non-Complying – Resource consent required and can only be granted if council is satisfied that either the adverse effects of the activity on the environment will be minor or the activity will not be contrary to the objectives and policies of the plan.
- Prohibited – Resource consent will not be considered, activity is not to occur under any circumstances. Plan Change would be required to change the rule.

The proposed chapters use the following abbreviations to represent activity status:

P = Permitted; **C** = Controlled; **RD** = Restricted Discretionary; **D** = Discretionary; **NC** = Non-Complying; **Pr** = Prohibited

Port Zone (SPPO)

Overview

The Port Zone (SPPO) recognises the significance of the Whangarei Port (“the Port”) and its importance to the Whangarei District and the Northland Region as regionally significant infrastructure under the Northland Regional Policy Statement. The purpose of the SPPO is to provide for the ongoing operation and future expansion of the Port and associated port related activities.

The SPPO only applies to the Port located at Marsden Point. The SPPO covers two areas of land – Port Operations Area A and Port Management Area B (see Appendix 1). Port Operations Area A contains and is limited to the functions and operations of the Port. Port Management Area B allows for the future expansion of the Port’s operations and currently contains some industrial activity.

The Port is currently managed and operated by Northport. The Port is a deep-water commercial port situated at the entrance to the Whangarei Harbour. It occupies a strategic location as the country’s northernmost multi-purpose port and the closest to most of New Zealand’s international markets.

The Port is a major large-scale facility that comprises a range of activities. It is an important physical resource and contributes significant social and economic benefits to people and communities of Whangarei and the Northland Region. The Port facilities also create economic growth for the region by the provision of long-term infrastructure and employment opportunities.

It is expected that there will be future expansion and development within the SPPO to respond to the future growth of the upper North Island. Flexibility to adapt and to develop the area in order to support the Port and its future operations is important. The unique operational needs and environmental effects associated with the Port necessitates a special purpose zone which is tailored to address those needs and effects.

This chapter seeks to ensure that a balance is found whereby the continued operation of the Port is enabled while ensuring that adverse effects on the environment are avoided, remedied or mitigated to an acceptable level. The primary purpose of the SPPO is:

- To enable the ongoing and future development of the Port and any associated operational areas and facilities; and
- To provide for operations relating to the transportation of people and freight.

Objectives

SPPO-O1 Regionally Significant Infrastructure	Recognise and provide for the importance of the Port as regionally significant infrastructure and the contribution it makes to the economic and social wellbeing of the District and Region.
SPPO-O2 Current Operation and Future Development	Recognise the unique characteristics of the Port and provide for: <ol style="list-style-type: none"> The efficient and effective ongoing operation of Port activities within the SPPO without undue constraints; and The future development and expansion of Port operations and activities within the SPPO.

Port Zone (SPPO)

SPPO-O3 Adverse Effects	Manage the adverse effects of the Port and port-related activities on the environment.
SPPO-O4 Public Access to the Coastal Marine Area	Maintain, and where practicable enhance public access, use and enjoyment of the coastal marine area, provided it does not adversely affect the efficient and safe operation of the Port.
SPPO-O5 Subdivision	Avoid fragmentation of the SPPO and potential reverse sensitivity effects associated with subdivision.
SPPO-O6 Cultural Values	To recognise and provide for the relationship of Maori and their culture and traditions with their cultural landscapes in the future development and expansion of the Port.

Policies

SPPO-P1 Regional Significance	To recognise the regional significance of the Port by providing for a wide range of existing and future port operations and port activities within the SPPO.
SPPO-P2 Protection of land for Port Activities	To avoid the establishment of non-port related or sensitive activities within the SPPO unless such activities: <ol style="list-style-type: none"> Demonstrate a direct requirement to establish within close proximity to the Port; and Do not compromise or constrain the safe and efficient operation of current and future port activities.
SPPO-P3 Adverse Effects	To manage adverse effects of the Port and associated port activities, by: <ol style="list-style-type: none"> Limiting the height of buildings and outdoor storage areas to minimise adverse visual amenity effects while recognising the operational requirements of the Port; Controlling adverse effects of noise and light spill while recognising the operational requirements of the Port; and Managing the effects of earthworks (other than earthworks associated with flood control works) to ensure such works do not divert flood flow onto neighbouring properties or deplete flood plain storage capacity.
SPPO-P4 Public Access to the Coastal Marine Area	To manage public accessways to and along the coastal marine area by: <ol style="list-style-type: none"> Recognising the need for public walking access to and along the coastal marine area; and Maintaining, enhancing and developing public accessways to and along the coastal marine area. Only restricting public accessways to the coastal marine area where it is necessary to: <ol style="list-style-type: none"> Protect public health and safety; or Ensure the efficient and effective operation of the Port is not compromised.
SPPO-P5 Subdivision	To retain large sites and land holdings by avoiding fragmentation of the SPPO through inappropriate subdivision.
SPPO-P6 Cultural Values	Ensure activities within the SPPO are undertaken in a manner which recognises and provides for the cultural values associated with cultural landscapes by: <ol style="list-style-type: none"> Limiting the height of buildings and outdoor storage areas to minimise adverse effects on cultural landscapes; and Requiring an assessment of cultural values where these may be adversely affected by future development within the SPPO.

Port Zone (SPPO)

Rules

SPPO-R1 Any Activity not otherwise listed in this chapter

Activity Status: P

Where:

1. All relevant SPPO rules are complied with.
2. The activity is otherwise permitted under all relevant Overlays and District Wide rules.

SPPO-R2 Building Height

Activity Status: P

Activity Status when compliance not achieved: D

Port Operations Area A

Where:

1. The maximum building height (excluding public utilities, light towers, silos, aerials, cranes, containers and tanks) is 20m.
2. The maximum height for public utilities, light towers, silos, aerials and tanks (excluding cranes and containers) is 60m.
3. The maximum crane height is 85m.
4. The maximum height for containers is 30m.

Port Management Area B

Where:

1. The maximum building height (excluding public utilities, light towers, silos, aerials and tanks) is 20m.
2. The maximum building height for public utilities, light towers, silos, aerials and tanks is 40m.
3. The maximum height for containers is 20m.

SPPO-R3 Building Setbacks

Activity Status: P

Activity Status when compliance not achieved: D

Where:

1. Any building is set back at least:
 - a. 10m from road boundaries.
 - b. 3m from any Heavy Industrial or Light Industrial Zone boundary.
 - c. 15m from any Open Space or Residential Zone boundary, except in the Port Operations Area A.
 - d. 27m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences), except in the Port Operations Area A.

Port Zone (SPPO)

SPPO-R4 Building Height in Relation to Boundary		
Activity Status: P Where: 1. No part of a building exceeds a height equal to 3m plus the shortest horizontal distance between that part of the building and any Residential or Open Space Zone.		Activity Status when compliance not achieved: D
SPPO-R5 Car Parking		
Activity Status: P Where: 1. Any car parking spaces are located at least 2m from any road boundary.		Activity Status when compliance not achieved: D
SPPO-R6 Outdoor Areas of Storage or Stockpiles		
Activity Status: P Where: 1. Any outdoor area of storage or stockpile complies with rules SPPO-R1 – R4.		Activity Status when compliance not achieved: D
SPPO-R7 Port Activities		
SPPO-R8 Ancillary Activities to Port Activities		
SPPO-R9 Helicopter Facilities – including helicopter take-off and associated fueling and service facilities		
Activity Status: P Where: 1. All relevant SPPO rules are complied with. 2. The activity is permitted under all relevant Overlay and District Wide rules.		

Port Zone (SPPO)

SPPO-R10	Any new, or extension to an existing, public accessway or walkway to and along the coastal marine area
	<p>Activity Status: RD</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location. 2. Design. 3. Degree of earthworks. 4. Effects on public safety. 5. Effects on port operations/activities. 6. Existing access to the CMA.

SPPO-R11	Sea-Farers Mission and Managers Accommodation
	<p>Activity Status: RD</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location. 2. Ground floor area. 3. Reverse sensitivity effects.

SPPO-R12	Manufacturing Activities
SPPO-R13	Repair and Maintenance Services
SPPO-R14	Marine Industry
SPPO-R15	Artisan Industrial Activities
SPPO-R16	General Industry
Port Management Area B	<p>Activity Status: RD</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Ability to relocate the activity and/or building. 2. Duration of the activity. 3. Nature of the activity. 4. Compatibility of activity with port operations and port activities. 5. Effects on port operations and activities and whether they will remain viable in the long term. 6. Size. 7. Location. 8. Design.

Port Zone (SPPO)

Port Operations Area A Activity Status: NC (Non-Complying)

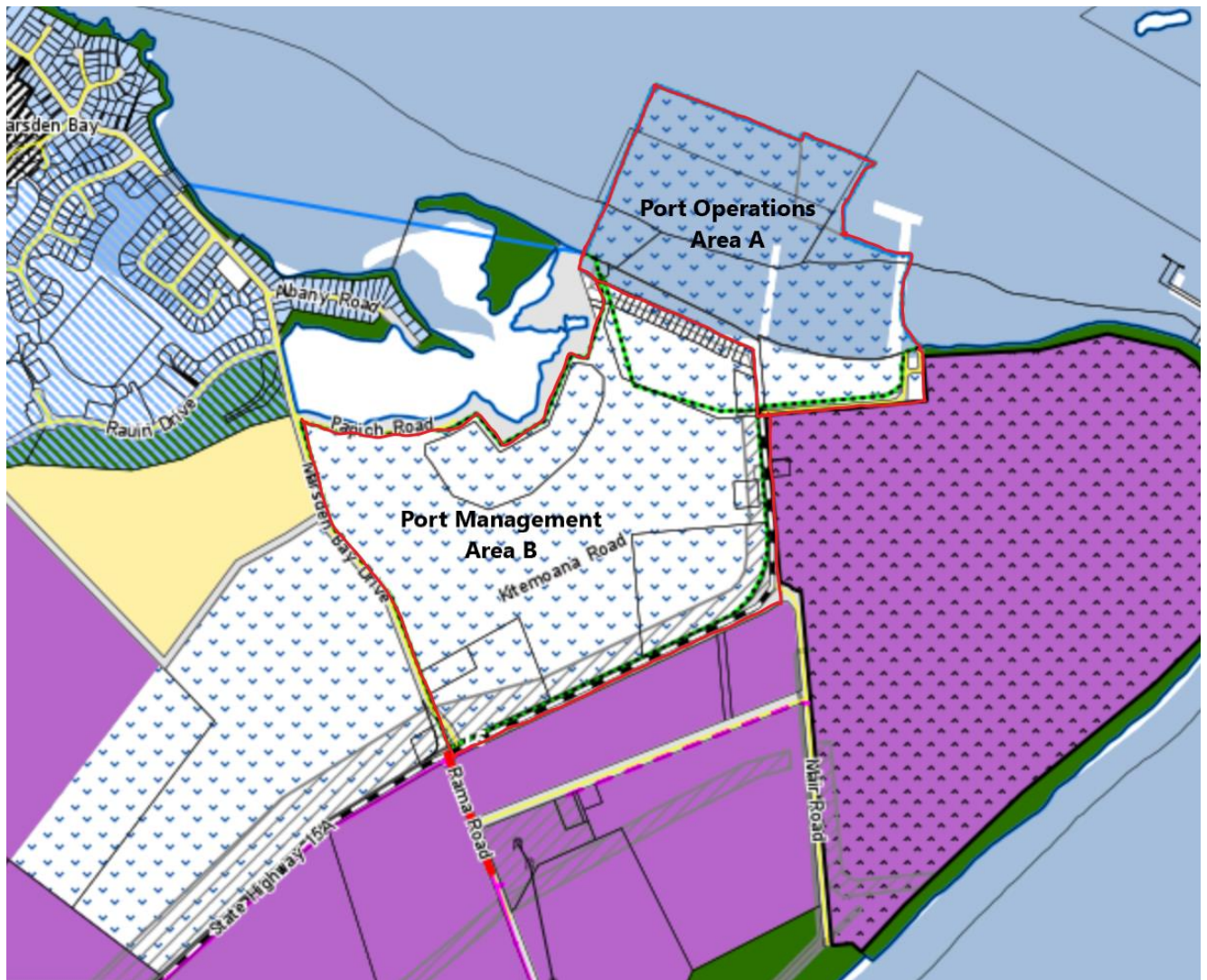
SPPO-R17	Residential Activities
SPPO-R18	Community Activities
SPPO-R19	Commercial Activities
SPPO-R20	Waste Management Facilities
SPPO-R21	Landfill
SPPO-R22	Rural Production Activities

Activity Status: NC

Port Zone (SPPO)

Appendix 1 – Port Operations Area A and Port Management Area B Image

Figure 1: Port Operations Area A and Port Management Area B areas subject to rules SPPO-R1 to SPPO-R22 delineated by the red lines on the image below.



Airport Zone (SPA)

Overview

The Airport Zone (SPA) recognises the significance of the Whangarei Airport (“Airport”) to the Whangarei District and Northland Region as regionally significant infrastructure under the Regional Policy Statement for Northland. The Airport is a significant physical resource, and contributes to the social and economic wellbeing of Whangarei and the Northland Region, as well as to elsewhere within New Zealand as part of a national network of airports.

The Airport is situated at Onerahi on an elevated area of land overlooking the Whangarei Harbour. It is approximately 6km by road to the southeast of Whangarei’s City Centre and covers an area of approximately 60ha. The Airport is comprised of aerodrome facilities as well as a range of facilities to support its regional air transport function including; a main runway and cross wind runway, taxiways and apron areas; a passenger terminal; navigation aids; and maintenance and support buildings and facilities.

The Airport plays an important role in serving local business, government, industry and tourism in Whangarei and the wider Northland Region. The Airport is located within Whangarei’s urban area. Given its proximity to nearby residential land uses, there are noise, air emissions, safety and traffic issues that may arise that need to be carefully managed within the SPA and surrounding environments.

The sustainable management of the Airport requires acknowledging and allowing for the continued operation of airport activities and any ancillary activities while managing the potential adverse effects on surrounding land uses. To this end, the land comprising the SPA is subject to a designation for Aerodrome purposes which authorises a range of activities, such as aircraft movements, which are necessary to enable the ongoing operation of the Airport. An Airspace designation also restricts the intrusion of structures into the airport approach/take off paths.

It is intended that the SPA will provide for activities that are compatible with the Airport in a manner that protects the Airport from adverse effects and reserve sensitivity. It is important to note that designations take priority over zoning and that any conditions or restrictions on the Aerodrome or Airspace designations will override the provisions in the SPA, should a land use or subdivision conflict arise. It is also acknowledged that the Airport may relocate in the future and it is expected that the management of land use and subdivision in the SPA will be have regard to potential future uses.

Objectives

SPA-O1 Regionally Significant Infrastructure	Recognise and provide for the operational area of Whangarei Airport as regionally significant infrastructure and the contribution it makes to the economic and social wellbeing of the District and Region.
SPA-O2 Efficient and Effective Operation	Provide for the efficient and effective ongoing operation, maintenance, upgrade and development of Whangarei Airport.

Airport Zone (SPA)

SPA-O3 Adverse Effects/Reverse Sensitivity	Manage the adverse effects (including reverse sensitivity effects) associated with Whangarei Airport which could compromise the amenity and well-being of the community.
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Policies	
SPA-P1 Regional Significance	To recognise the regional significance of Whangarei Airport by enabling a wide range of existing and future airport operations and activities.
SPA-P2 Operation and Expansion	To enable the continued operation of Whangarei Airport and ancillary activities with provision for controlled growth in aircraft movements.
SPA-P3 Amenity and Character	<p>To manage and minimise adverse effects on the amenity and character of adjoining or adjacent residential areas by ensuring that all new activities and buildings in the SPA are:</p> <ol style="list-style-type: none"> Of a scale and character that is compatible with Residential Zones. Sufficiently setback from SPA boundaries to enable privacy, the retention of open space and access to sunlight in Residential zones.

Rules

SPA-R1	Any Activity not otherwise listed in this chapter	
	Activity Status: P (Permitted)	
	Where:	
	<ol style="list-style-type: none"> All relevant SPA rules are complied with. The activity is otherwise permitted under all relevant Overlays and District Wide rules. 	
SPA-R2	Landing, departure, movement, or servicing of aircraft activities	
	Activity Status: P	
SPA-R3	Access to aircraft or airport facilities	
	Activity Status: P	Activity Status when compliance not achieved: D (Discretionary)
	Where:	
	<ol style="list-style-type: none"> The activity requires direct or reasonable access to aircraft or airport facilities to transport goods or to provide passenger services. 	

Airport Zone (SPA)

SPA-R4	Building Height	
	Activity Status: P (Permitted) Where: 2. The maximum building height is 10.50m. 3. The maximum building height is 8.0m where located on a site adjoining a Residential or Open Space Zone.	Activity Status when compliance not achieved: D (Discretionary)
SPA-R5	Building Setbacks	
	Activity Status: P (Permitted) Where: 1. The building is setback at least: <ol style="list-style-type: none"> 4.5m from any road boundaries. 3.0m from the boundaries of the SPA. 	Activity Status when compliance not achieved: D
SPA-R6	Building Height in Relation to Boundary	
	Activity Status: P (Permitted) Where: 1. The height is equal to 3m plus the shortest horizontal distance between that part of the building and any boundary adjoining any Residential or Open Space Zone.	Activity Status when compliance not achieved: D (Discretionary)
SPA-R7	Building Coverage	
	Activity Status: P (Permitted) Where: 1. Any building results in a total cumulative building coverage no more than 50% of the area of the total SPA .	Activity Status when compliance not achieved: D (Discretionary)

Airport Zone (SPA)

SPA-R8	Impervious Surfaces
<p>Activity Status: P (Permitted)</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Any impervious surface does not increase the cumulative total impervious surface area to be more than 80% of the total area of the SPA. 	<p>Activity Status when compliance not achieved: D (Discretionary)</p>
SPA-R9	Commercial Activities, Industrial Activities and Community Activities
<p>Activity Status: NC (Non-Complying)</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Any commercial activity is not directly ancillary to airport operations. 2. Any industrial activity is not directly ancillary to airport operations. 3. Any community activity is not directly ancillary airport operations. 	
SPA-R10	Visitor Accommodation
SPA-R11	Residential Unit (including minor residential units)
<p>Activity Status: NC</p>	
SPA-R12	Rural Production Activity
<p>Activity Status: Prohibited</p>	

Hospital Zone (SPH)

Overview

The Hospital Zone (SPH) recognises the significance of the facilities at the Whangarei Hospital (“Hospital”) site, and their importance to the Whangarei District and to the Northland Region as regionally significant infrastructure under the Northland Regional Policy Statement. The purpose of the SPH is to provide for the ongoing operation of the Hospital, its future development and redevelopment, including associated residential care facilities.

The Hospital is strategically located on approximately 23.5ha of land on the southern side of State Highway 14 in the Maunu area of Whangarei City. It is bordered by Open Space and Residential Zones and has considerable potential for further greenfield development.

The Hospital is the most significant medical facility within the Northland Region. It is expected that there will be further development within the SPH to cater for expanding populations within both Whangarei District and the wider Northland Region. A wide range of health-related services is expected as the Hospital responds to meet the needs of the expanding populations. New and expanded buildings and facilities are expected within the Hospital site to provide the necessary services for both inpatients and outpatients and also for community health care services.

The environment within the SPH is unique as the Hospital must operate continuously and without interruption. Emergency services and helicopter services need to access the Hospital at any time, resulting in higher levels of lighting and noise (particularly during the night) than in other Urban Areas. The Hospital is a ‘significant destination’ for patients, staff, visitors and the community. Traffic movements are currently at high volumes and are expected to increase as the Hospital expands. This has the potential to impact on the surrounding roading networks.

Some activities may be sensitive to the external effects of activities occurring within the SPH. Some activities proposed outside of the SPH may not be compatible with, or may present a risk of reverse sensitivity to, activities required to occur within the SPH. It is anticipated that such sensitive activities will be carefully managed during their establishment, and that development within the SPH will have regard to the potential adverse effects which may arise beyond the site.

Objectives

SPH-O1 – Current and Future Development	Enable and provide for: <ol style="list-style-type: none"> The effective operation, expansion and future development of the Hospital within the SPH and; A range of health and medical activities to meet the needs of the Whangarei District and the Northland Region as population and health demands grow.
SPH-O2 – Managing adverse effects	Manage adverse effects from the provision of health and medical activities on the surrounding environment.
SPH-O3 – Regionally Significant Infrastructure	Recognise and provide for the importance of Whangarei Hospital as regionally significant infrastructure and the contribution it makes to the economic and social wellbeing of the District and Region.

Hospital Zone (SPH)

Policies	
SPH-P1 – Regional Significance	To recognise the regional significance of Whangarei Hospital by providing for a wide range of existing and future health and medical activities within the SPH.
SPH-P2 – Protection of land for health and medical activities	To avoid the establishment of activities not related to health and medical activities within the SPH unless such activities: <ol style="list-style-type: none"> Demonstrate a direct requirement to establish within the SPH; and Do not compromise or limit the safe and efficient operation of current and future health and medical activities.
SPH-P3 – Adverse Effects	To manage adverse effects on the surrounding environment by controlling development at the interface between the SPH and adjoining zones.
SPH-P4 – Buildings & Structures	To recognise that the efficient operational requirements of Whangarei Hospital may require buildings and structures that are of a larger height and bulk when compared to the surrounding environment.

Rules

SPH-R1	Any Activity not otherwise listed in this chapter.	
	Activity Status: P	
	Where:	
	<ol style="list-style-type: none"> All relevant SPH rules are complied with. The activity is otherwise permitted under all relevant Overlays and District Wide rules. 	
SPH-R2	Visitor Accommodation Ancillary to Health Care Facilities	
	Activity Status: P	
SPH-R3	Fences	
	Activity Status: P	Activity Status when compliance not achieved: D (Discretionary)
	Where:	
	<ol style="list-style-type: none"> Any fence is less than 2m in height within 10m of a road boundary or boundary of a Residential or Open Space Zone. 	

Hospital Zone (SPH)

SPH-R4	Building Height	
	Activity Status: P Where: 1. The maximum height is 32m.	Activity Status when compliance not achieved: D
SPH-R5	Building Setbacks	
	Activity Status: P Where: 1. The building is setback at least: <ol style="list-style-type: none"> 4.5m from any road boundaries. 3.0m from any Residential and Open Space Zones adjoining the SPH. 27m from mean high water springs or the top of the bank of any river that has a width exceeding 3m, excluding bridges, culverts and fences. 	Activity Status when compliance not achieved: D
SPH-R6	Building Height in Relation to Boundary	
	Activity Status: P Where: 1. The height is equal to 3m plus the shortest horizontal distance between that part of the building and any site boundary adjoining any Residential or Open Space Zone.	Activity Status when compliance not achieved: D
SPH-R7	Building Coverage	
	Activity Status: P Where: 1. Any building results in the total cumulative building coverage no more than 60% of the area of the SPH.	Activity Status when compliance not achieved: D

Hospital Zone (SPH)

SPH-R8		Impervious Surfaces	
Activity Status: P		Activity Status when compliance not achieved: D	
Where:			
1. Any impervious surface does not increase the cumulative total impervious surface area to be more than 80% of the area of the SPH.			

SPH-R9	Parking	
	<p>Activity Status: RD (Restricted Discretionary)</p> <p>Where:</p> <ol style="list-style-type: none">1. Any parking space is within 50m of an adjoining zone.2. Any formed parking space is within 2m of a road boundary. <p>Matters of discretion:</p> <ol style="list-style-type: none">1. Traffic safety.2. Amenity effects on adjoining residential properties.	<p>Activity Status when compliance not achieved:</p> <p>D</p>

SPH-R10	Care Centres
Activity Status: RD	
Matters of discretion:	
<ol style="list-style-type: none">1. Traffic.2. Parking3. Hours of operation4. Noise	

Hospital Zone (SPH)

SPH-R11	Commercial Activities and Community Activities
	Activity Status: NC (Non-Complying)
	Where:
	<ol style="list-style-type: none"> Any commercial activity is not directly ancillary to a medical facility or supported residential care facility. Any community activity is not directly ancillary to a medical facility or supported residential care facility.
SPH-R12	Visitor Accommodation
SPH-R13	Residential Unit (including minor residential units)
SPH-R14	Rural Production Activities
	Activity Status: NC
SPH-R15	Industrial Activities (excluding medical research facilities)
	Activity Status: Pr (Prohibited)

Conservation Zone (CON)

Overview

The Conservation Zone (CON) identifies areas of open space land primarily managed for the conservation and protection of natural resources. The land is generally in Council or Department of Conservation ownership. Examples of such land include: bush reserves, headlands, natural wetlands and parts of the coastline. The CON provides for the natural, ecological, landscape, cultural and heritage values of these open spaces.

Identifying these areas helps to preserve and define Whangarei's natural character and provides a connection to our natural heritage. These open spaces play a special role in educating residents and visitors and providing recreational opportunities. Often the natural elements and unmodified nature of these areas gives them a sense of wilderness and isolation.

The CON consists of the following New Zealand Reserve Association Park Categories:

- Unmanaged natural park areas
- Unmanaged recreation and ecological linkages
- Unmanaged green space

The CON often has high ecological/biodiversity values and it is therefore appropriate to limit the scale and intensity of activities and development to ensure there are minimal adverse effects and as little modification to the environment as possible. The CON is characterised by minimal buildings and structures, largely undeveloped areas and open expanses of land. Land may have limited public access and infrastructure such as car parks, walking tracks and camp grounds.

Where buildings and improvements are proposed, they should generally relate to conservation and land management, recreation, education, and visitor information. The CON seeks to achieve a high quality built form and signage that responds to the surrounding natural environment resulting in an attractive and vibrant area for residents and visitors. Commercial activities are restricted in the CON to protect the high-quality amenity values of the natural environment.

Objectives

CON-O1 – Natural Environment	Protect and enhance the natural, ecological, landscape, cultural and heritage values of the Conservation Zone.
CON-O2 – Activities and Buildings	Buildings associated with recreational, educational, cultural and conservation activities, complement and not compromise the values and qualities of Conservation Zone.

Policies

CON-P1 – Open Spaces	To identify and protect open spaces that are managed primarily for conservation and have high natural, ecological, landscape, cultural and heritage values.
CON-P2 – Adverse Effects	To manage adverse effects on the values and qualities of the Conservation Zone by limiting the use, location, scale, and design of buildings.

Conservation Zone (CON)

CON-P3 – Enable Appropriate Structures	To enable structures and platforms in appropriate locations to enhance visitors understanding and experience of natural, cultural and heritage values.
CON-P4 – Limiting Inappropriate Activities	To avoid, remedy and mitigate adverse effects on the values and qualities of the Conservation Zone by managing the scale and nature of activities.
CON-P5 – Manage Activities	To avoid adverse effects on amenity and character of the Conservation Zone by managing activities to ensure that they support ongoing conservation.
CON-P6 – Subdivision	To avoid the fragmentation of CON land where subdivision would not protect high natural, ecological, landscape, cultural and heritage values.
CON-P7 – Subdivision Design and Layout	To protect the natural, cultural and heritage values of the Conservation Zone by managing the design and layout of subdivision.

Rules

CON-R1 Any Activity Not Otherwise Listed in This Chapter

Activity Status: P

Where:

1. All Permitted Activity CON rules are complied with, and
2. The activity is permitted under all relevant Overlay and District Wide rules, or
3. The activity in accordance with Section 4(3) of the RMA 1991.

CON-R2 Building Height

Activity Status: P

Where:

1. The maximum building height is 5.5m.

Activity Status when compliance not achieved: D

CON-R3 Building Setbacks

Activity Status: P

Where:

1. The building complies with the minimum building setback rule of the adjoining Zone closest to the building.
2. The building is set back at least 27m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).

Activity Status when compliance not achieved: D

Conservation Zone (CON)

CON-R5	Building Height in Relation to Boundary	
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
1. The building complies with the minimum height in relation to boundary rule of the adjoining Zone closest to the building.		
CON-R6	Building Gross Floor Area	
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
1. The maximum GFA of any building is 50m ² .		
2. The total cumulative GFA of any buildings is than 15% of the allotment area.		
CON-R7	Outdoor Areas of Storage or Stockpiles	
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
1. Any outdoor area of storage or stockpile complies with rules CON R2 – R5.		
2. Any outdoor area of storage or stockpile is screened from view from public places and adjoining Local Commercial, Mixed-Use, Residential or Open Space Zones sites.		
CON-R8	Indigenous Vegetation Clearance	
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
1. The clearance of indigenous vegetation:		
a. Does not exceed 250m ² per allotment within each 10 year period from [operative date].		
b. Is not undertaken within 20m of a water body.		
OR		
c. Is associated with:		
i. Routine maintenance within 7.5m of the eaves of existing buildings:		

Conservation Zone (CON)

- a) Including the removal of any tree where any part of the trunk is within the 7.5m distance.
- b) Excluding damage to the roots or removal of any tree where the trunk is outside the 7.5m distance.
- ii. Operation, maintenance and repair of existing tracks, lawns, gardens, fences, drains and other lawfully established activities
- iii. Pest plant removal and biosecurity works
- vi. Vegetation removal for customary rights
- v. Conservation planting, including planting for ecological restoration purposes.

CON-R9 Farming
Activity Status: P

CON-R10 Residential Unit

CON-R11 General Retail

CON-R12 Commercial Services

CON-R13 Food and Beverage Activities

CON-R14 Visitor Accommodation

CON-R15 Place of Assembly

CON-R16 Recreational Facilities

CON-R17 Educational Facility

Activity Status: D

Where:

1. Any combination of activities listed in rules CON-R10 to CON-R17 have:
 - a. A cumulative GFA of less than 300m² per allotment.

Activity Status when compliance not achieved: NC

Conservation Zone (CON)

- b. cumulative outdoor area:
 - i. Less than 500m².
 - ii. Not located between the front of the building and the road.

CON-R18	Plantation Forestry
CON-R19	Intensive Livestock Farming
CON-R20	Farm Quarrying
CON-R21	Seasonal Activity
CON-R22	Industrial Activities
CON-R23	Supported Residential Care
CON-R24	Minor Residential Unit
CON-R25	Motor Vehicle Sales
CON-R26	Garden Centres
CON-R27	Marine Retail
CON-R28	Drive Through Facilities
CON-R29	Trade Suppliers
CON-R30	Hire Premise
CON-R31	Service Station
CON-R32	Funeral Home
CON-R33	Supermarket
CON-R34	Entertainment Facilities
CON-R35	Care Centre
CON-R36	Health Care Facilities
CON-R37	Emergency Services
CON-R38	Hospital

Activity Status: NC

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District Plan Chapter



Open Space Zone (OS)

Overview

The Open Space Zone (OS) applies to small to medium sized local parks which are used for a variety of outdoor informal recreational activities and community uses, such as walking, running, cycling, relaxing and socialising, picnics, playing and enjoying the environment.

Generally the OS is characterised by limited buildings and structures that support the enjoyment of the public open space, such as barbeques and picnic facilities, playgrounds, skate parks, informal hard courts, shelters, toilet and changing facilities, and small-scale community buildings.

The OS consists of the following New Zealand Reserve Association Park Categories:

- Neighbourhood Parks
- Managed Recreation and Ecological Linkages
- Managed Natural Park Areas

Limiting built development and activities that are not based on recreational or community use will help to maintain the open space character and amenity value, and enable opportunities for a range of informal recreational activities to occur.

The capacity of land for passive recreational use should be carefully monitored. Additional land may be required over the next 10 years to provide for future population needs.

Objectives

OS-O1 – Informal Recreation	Provide for quality public open spaces for informal recreation and small-scale community uses.
OS-O2 – Values	Protect the amenity, cultural, historic and natural values of the OS.

Policies

OS-P1 – Providing for Community	To provide for a variety of informal recreational activities and small-scale community uses while mitigating any potential adverse effects on neighbouring residents, the community and the environment.
OS-P2 – Building and Structures	To limit the location, scale and design of buildings and structures to complement the natural, historic, cultural and recreational values and function of the OS.
OS-P3 Protection	To protect the natural, cultural, historic and recreational values of the OS by avoiding activities that are not recreational or small scale community activities.
OS-P5 – Non-Recreation Activities	To manage non-recreation activities by ensuring that they: <ol style="list-style-type: none"> 1. Are not likely to generate reverse sensitivity effects. 2. Support, or are compatible with, the recreation, education and place of assembly activities within the Zone. 3. Ensure that the natural, cultural, heritage and recreational values are not compromised by the nature, scale and design of activities and buildings.

Open Space Zone (OS)

OS-P6 – Subdivision

To avoid the fragmentation of OS land where subdivision design and layout would not protect high natural, cultural, heritage and recreational values.

Rules

OS-R1 Any Activity Not Otherwise Listed in This Chapter

Activity Status: P

Where:

1. All OS Permitted Activity rules are complied with, and
2. The activity is permitted under all relevant Overlay and District Wide rules, or
3. The activity in accordance with Section 4(3) of the RMA 1991.

OS-R2 Building Height

Activity Status: P

Where:

1. The maximum building height is 8m, excluding floodlights which have a maximum height of 18.5m.

Activity Status when compliance not achieved: D

OS-R3 Building Setbacks

Activity Status: P

Where:

1. Any building complies with the minimum building setback rule of the adjoining Zone closest to the building.
2. Any building is set back at least 27m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences).

Activity Status when compliance not achieved: D

OS-R4 Building Height in Relation to Boundary

Activity Status: P

Where:

1. Any building complies with the minimum height in relation to boundary rule of the adjoining Zone closest to the building.

Activity Status when compliance not achieved: D

Open Space Zone (OS)

OS-R5 Outdoor Areas of Storage or Stockpiles		
<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> Any outdoor area of storage or stockpile complies with rules OS-R2 – R4. Any outdoor area of storage or stockpile is screened from view from public places and neighbouring Local Commercial, Mixed-use, Residential or Open Spaces Zone sites. 		Activity Status when compliance not achieved: D
OS-R6 Indigenous Vegetation Clearance		
<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> The clearance of indigenous vegetation: <ol style="list-style-type: none"> Does not exceed 250m² per allotment within each 10 year period from [operative date]. Is not undertaken within 20m of a water body. OR Is associated with: <ol style="list-style-type: none"> Routine maintenance within 7.5m of the eaves of existing buildings: <ol style="list-style-type: none"> Including the removal of any tree where any part of the trunk is within the 7.5m distance. Excluding damage to the roots or removal of any tree where the trunk is outside the 7.5m distance. Operation, maintenance and repair of existing tracks, lawns, gardens, fences, drains and other lawfully established activities Pest plant removal and biosecurity works Vegetation removal for customary rights Conservation planting, including planting for ecological restoration purposes. 		Activity Status when compliance not achieved: D

Open Space Zone (OS)

OS-R7	Place of Assembly	
OS-R8	Recreational Facilities	
OS-R9	Educational Facilities	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The activity is located more than 50m from a Residential Zone. 2. Any combination of activities listed in rules OS-R7 to OS-R9 have: <ol style="list-style-type: none"> a. A cumulative GFA of less than 300m² per allotment. b. Cumulative outdoor area: <ol style="list-style-type: none"> i. Less than 500m². ii. Not located between the front of the building and the road. 	Activity Status when compliance not achieved: D
OS-R10	Farming	
	Activity Status: P	
OS-R11	Plantation Forestry	
OS-R12	Intensive Livestock Farming	
OS-R13	Farm Quarrying	
OS-R14	Seasonal Activity	
OS-R15	Industrial Activities	
OS-R16	Residential Activities	
OS-R17	Commercial Activities	
OS-R18	Care Centre	
OS-R19	Health Care Facilities	
OS-R19	Emergency Services	
OS-R20	Hospital	
	Activity Status: NC	

DP.1

District Plan Chapter



Sport and Active Recreation Zone (SAR)

Overview

The Sports and Active Recreation Zone (SAR) provides for large open space areas that are primarily used for organised activities including events and indoor and outdoor organised sports. These areas are actively managed and have high levels of development, public utilisation and social interaction.

The SAR includes major parks (referred to as destination parks), sports fields, hard-court areas and greens, multi-sports facilities, boat ramps, public gardens, cemeteries, community halls and some smaller areas such as civic spaces.

The SAR consists of the following New Zealand Reserve Association Park Categories:

- Sport and Recreation
- Civic Spaces
- Public Gardens
- Cemetery/Heritage

These areas can include buildings and structures such as grandstands, sports and community clubrooms, toilets and changing facilities. The high level of use and development of these areas can generate adverse effects, such as noise, traffic, and lighting, that need to be managed. Commercial activities within the SAR must be ancillary to sport and active recreational activities.

In addition to meeting local recreation and sport's needs, Whangarei is also seen as a significant venue for hosting regional and national events due in part to its regional position and population mass. The SAR seeks to ensure that these regionally significant areas achieve a high quality built form that responds to and interacts with the surrounding environment resulting in an attractive and vibrant area for residents and visitors.

The capacity of land for sport and active recreational use should be carefully monitored. Additional land may be required over the next 10 years to provide for future population needs.

Objectives

SAR-O1 – Recreation and Community Activities	Provide for a range of sport, active recreational and community activities.
SAR-O2 –Adverse Effects	Recognise the potential effects on adjacent sites and surrounding areas from sport, active recreational and community activities.
SAR-O3 – Associated Activities	Enable activities directly associated with sport and recreation that enhance the use and enjoyment of the Sports and Active Recreation Zone.

Policies

SAR-P1 – Active Recreation	To enable active recreation by providing for a range of sport, recreational and community activities, associated buildings and infrastructure.
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Sport and Active Recreation Zone (SAR)

SAR-P2 – Adverse Effects	To manage adverse effects on residents, the community and the environment, by limiting the scale and location of buildings.
SAR-P3- Amenity	To manage the nature, scale, intensity and location of activities to ensure they are compatible with the amenity of surrounding Residential Zones.
SAR-P4 – Enabled Activities	To enhance the use and enjoyment of the SAR by enabling activities that are ancillary to sport and recreation on the site.
SAR-P5 – Non-Recreation Activities	To manage non-recreational or non-active sport activities by ensuring that they: <ol style="list-style-type: none"> 1. Are not likely to generate reverse sensitivity effects. 2. Support, or are compatible with, the operation of place of assembly, recreational or educational activities within the Zone. 3. Ensure that the potential establishment of future place of assembly, recreational or educational activities is not compromised by the nature, scale and design of activities and buildings. 4. Do not compromise the viability and vitality of the City Centre, Waterfront, Mixed-use, Local Commercial, Neighbourhood Commercial and Shopping Centre Zones.
SAR-P6 – Subdivision	To avoid the fragmentation of SAR land where subdivision design and layout would not facilitate place of assembly, recreational or educational activities.

Rules

SAR-R1 Any Activity Not Otherwise Listed in This Chapter

Activity Status: P

Where:

1. All SAR Permitted Activity rules are complied with, and
2. The activity is permitted under all relevant Overlay and District Wide rules, or
3. The activity in accordance with Section 4(3) of the RMA 1991.

SAR-R2 Building Height

Activity Status: P

Where:

1. The maximum building height is 10m, excluding floodlights which have a maximum height of 18.5m.

Activity Status when compliance not achieved:
D

Sport and Active Recreation Zone (SAR)

SAR-R3 Building Setbacks		
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
<ol style="list-style-type: none"> Any building complies with the minimum building setback rule of the adjoining Zone closest to the building. Any building is set back at least 27m from Mean High Water Springs or the top of the bank of any river that has a width exceeding 3m (excluding bridges, culverts and fences). 		
SAR-R4 Building Height in Relation to Boundary		
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
<ol style="list-style-type: none"> Any building complies with the minimum height in relation to boundary rule of the adjoining Zone closest to the building. 		
SAR-R5 Outdoor Areas of Storage or Stockpiles		
Activity Status: P		Activity Status when compliance not achieved: D
Where:		
<ol style="list-style-type: none"> Any outdoor area of storage or stockpile complies with rules SAR-R2 – R4. Any outdoor area of storage or stockpile is screened from view from public places and surrounding Local Commercial, Mixed-use, Residential or Open Spaces Zone sites. 		

Sport and Active Recreation Zone (SAR)

SAR-R6	Garden Centres	
SAR-R7	General Retail	
SAR-R8	Commercial Services	
SAR-R9	Food and Beverage Activity	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The activity is ancillary to the primary place of assembly, recreational facility or education facility within the same allotment. 2. The activity is located more than 50m from a Residential Zone. 3. Any combination of activities listed in rules SAR-R6 to SAR-R9 have: <ol style="list-style-type: none"> a. A cumulative GFA of less than 25% of the site area. b. Cumulative outdoor area: <ol style="list-style-type: none"> i. Less than 500m². ii. Not located between the front of the building and the road. 	<p>Activity Status when compliance not achieved: D</p>

SAR-R10	Place of Assembly	
SAR-R11	Entertainment Facilities	
SAR-R13	Recreational Facilities	
SAR-R14	Educational Facilities	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The is located within 50m of a residential zone and does not operate outside the hours of 0800 and 2200. 	<p>Activity Status when compliance not achieved: D</p>

Sport and Active Recreation Zone (SAR)

SAR-R15	Rural Production Activity
SAR-R16	Industrial Activities
SAR-R17	Residential Activities
SAR-R18	Motor Vehicle Sales
SAR-R19	Marine Retail
SAR-R20	Drive Through Facilities
SAR-R21	Hire Premise
SAR-R22	Service Stations
SAR-R23	Funeral Home
SAR-R24	Trade Suppliers
SAR-R25	Supermarket
SAR-R26	Visitor Accommodation
SAR-R27	Care Centre
SAR-R28	Health Care Facilities
SAR-R29	Emergency Service
SAR-R30	Hospital
Activity Status: NC	

Three Waters Management (TWM)

Overview

Three Waters Management implements provisions to manage the impact of landuse and subdivision on water resources, namely stormwater, wastewater and water supply:

- Stormwater systems manage the quality and quantity of stormwater runoff to minimise flood damage and to protect people, land, infrastructure and the receiving environment from adverse effects.
- Wastewater systems collect and convey wastewater for subsequent treatment and disposal. This will normally consist of either connection to the reticulated wastewater network, or on-site treatment and disposal (either individual or communal in nature).
- A water supply is necessary to ensure that a sufficient quality and quantity of water is available to all properties.

Where a reticulated three waters network with sufficient capacity is available, connection to it is required when undertaking subdivision. Connection is also encouraged where this would be a logical extension of the reticulated network. Successfully implemented and managed reticulated three waters networks have significant economic, social, environmental and cultural benefits and should be protected as regionally significant infrastructure.

Where a connection is not available to the reticulated network or where a reticulated network does not have sufficient capacity, an alternative private non-reticulated system will be required when undertaking subdivision. It is important that private systems are appropriately designed to protect the health and wellbeing of residents as well as the health of the receiving environment both on-site and within the surrounding area.

In addition to the District Plan, Whangarei District Council Bylaws may impose controls and restrictions on three waters management. Consent may also be required from the Northland Regional Council with regard to stormwater, wastewater and water supply.

Objectives

TWM-O1 – Connections	Ensure that connection to reticulated three waters networks is provided for within a reticulated area.
TWM-O2 – Reticulated Networks	Maintain the effectiveness, efficiency and sustainability of reticulated three waters networks.
TWM-O3 – Integrated Infrastructure	Plan and provide for three waters infrastructure in an integrated and comprehensive manner.
TWM-O4 – Private Systems	Ensure that private three waters systems are provided where connections are not provided to reticulated networks.
TWM-O5 – Adverse Effects	Minimise adverse effects from stormwater and wastewater on people, property, infrastructure, the receiving environment and cultural values.

Three Waters Management (TWM)

Policies	
TWM-P1 – Three waters Infrastructure	To ensure that three waters resources are appropriately managed by requiring subdivision and development to provide three waters infrastructure that: <ol style="list-style-type: none"> 1. Is coordinated, integrated and compatible with the existing infrastructure and capacities. 2. Enables the existing network to be expanded or extended to adjacent land where that land is suitable for future reticulated development.
TWM-P2 – Reticulated Areas	To sustainably and efficiently manage three waters resources by avoiding private three waters systems where connection to the reticulated network is practicable or where failure to connect may compromise the future extension of the reticulated network.
TWM-P3 –Capacity	To manage the scale and design of subdivision and development where connection is provided to reticulated three waters networks to ensure that there is sufficient capacity in the reticulated networks, and where necessary require upgrades and/or extensions to the reticulated networks.
TWM-P4 – Future Development	To ensure that reticulated three waters infrastructure is designed to accommodate planned and future development.
TWM-P5 – Vested Assets	To require vested assets, and connections to vested assets, to be designed and constructed in a manner that protects the ongoing operation, maintenance and upgrading of that asset.
TWM-P6 – Private Systems	To ensure that where connection to a reticulated three waters network is not available or practicable that provision can be made for: <ol style="list-style-type: none"> 1. A water supply. 2. The treatment, disposal, and where appropriate attenuation, of stormwater in a way that does not lead to significant adverse effects on or off site. 3. Management of wastewater via: <ol style="list-style-type: none"> a. An on-site wastewater treatment system; or b. Approval to connect to a private wastewater system.
TWM-P7 – Flooding	To reduce the risk of flood hazards or increased upstream and downstream flood levels resulting from stormwater discharges.
TWM-P8 – Integrated Three Waters Assessments	To require Integrated Three Waters Assessments for large scale developments to: <ol style="list-style-type: none"> 1. Manage three waters in an integrated and comprehensive manner. 2. Encourage green infrastructure and low impact and water sensitive design.
TWM-P9 – Infrastructure	To require subdividers and developers to meet the costs of any upgrades or extensions of reticulated three waters infrastructure which are attributed to the impacts of the subdivision or development.

Three Waters Management (TWM)

Rules

TWM-R1 An activity not otherwise listed in this chapter

All Zones Activity Status: P

Where:

1. The activity complies with all TWM, Overlay, District Wide and Zone permitted activity rules.

Stormwater

TWM-R2 Impervious Areas

All Zones Activity Status: P

Where:

1. Any impervious area complies with the requirements under rule TWM-R3.1.

Activity Status when compliance not achieved:
D

TWM-R3 Subdivision

All Zones Activity Status: RD

Where:

1. All allotments are designed and located so that provision is made for:
 - a. The collection, treatment and disposal of stormwater that meets the following requirements:
 - i. There will not be an increase in peak discharge flow rates to receiving environments.
 - ii. In Flood Susceptible Areas, the post-development 1% Annual Exceedance Probability (AEP) storm event flow rates is limited to 80% of the pre-development 1% AEP event flow rates.
 - iii. Outside Flood Susceptible Areas, the post-development 2% and 5%

Activity Status when compliance not achieved:
D

Three Waters Management (TWM)

AEP storm event flow rates is limited to 80% of the pre-development 1% AEP event flow rates.

- iv. Any attenuation required by TWM-R3.1(a)(ii)-(iii) is able to accommodate an additional 20% for climate change.
- v. The primary stormwater system is capable of conveying a 50% AEP storm event (+20%) where the system is a piped network with no surcharge.
- vi. The primary stormwater system is capable of conveying a 20% AEP storm event (+20%) where the system is a piped network allowing a discharge within 0.3m of the lid level.
- vii. The secondary stormwater system is capable of conveying the 1% AEP storm event (+20%) within a defined path to ensure that surface water will not enter buildings (excluding detached garages).
- viii. The stormwater system will not connect or overflow to any wastewater system.
- ix. The stormwater system is designed and constructed for an asset life of at least 50 years.
- b. Connection to a reticulated stormwater network where the allotment is located within a reticulated stormwater area.

Matters of Discretion:

- 1. Adverse effects on existing reticulated stormwater networks.
- 2. The capacity of existing reticulated stormwater networks and whether the servicing needs of the proposal require upgrades to existing infrastructure.
- 3. Feasibility of connection to and logical extension of the existing reticulated stormwater networks.
- 4. Adverse effects on the surrounding environment and neighbouring

Three Waters Management (TWM)

- properties from the collection, treatment and disposal of stormwater.
5. The efficient provision of services to the land being subdivided and to nearby land that might be subdivided in future.

Note:

1. *Acceptable means of compliance for the provision, design and construction of stormwater infrastructure is contained within the Whangarei District Council Engineering Standards.*

Wastewater

TWM-R4 Subdivision

All Zones

Activity Status: RD

Activity Status when compliance not achieved:
D

Where:

1. All allotments (excluding any allotment for access, roads, utilities and reserves) are designed and located so that provision is made for:
 - a. Collection, treatment and disposal of wastewater.
 - b. Connection to a reticulated wastewater network where the allotment is located within a reticulated wastewater area.

Matters of discretion:

1. Adverse effects on existing reticulated wastewater networks.
2. The capacity of existing reticulated wastewater networks and whether the servicing needs of the proposal require upgrades to existing infrastructure.
3. Feasibility of connection to and logical extension of the existing reticulated wastewater networks.
4. Provision of wastewater collection, treatment and disposal.
5. Adverse effects on the surrounding environment and neighbouring properties from the collection, treatment and disposal of wastewater.

Three Waters Management (TWM)

6. The efficient provision of services to the land being subdivided and to nearby land that might be subdivided in future.

Note:

1. *Acceptable means of compliance for the provision, design and construction of infrastructure is contained within the Whangarei District Council Engineering Standards.*

Water Supply

TWM-R5 Subdivision

All Zones

Activity Status: RD

Activity Status when compliance not achieved:
D

Where:

1. All allotments (excluding any allotment for access, roads, utilities and reserves where no irrigation is required) are designed and located so that provision is made for:
 - a. A water supply.
 - b. Connection to a reticulated water supply network where the allotment is located within a reticulated water supply area.

Matters of discretion:

1. Adverse effects on existing reticulated water supply networks.
2. The capacity of existing reticulated water supply networks and whether the servicing needs of the proposal require upgrades to existing infrastructure.
3. Feasibility of connection to and logical extension of the existing reticulated water supply networks.
4. Provision of suitable drinking water.
5. The efficient provision of services to the land being subdivided and to nearby land that might be subdivided in future.

Three Waters Management (TWM)

Integrated Three Waters Assessments

TWM-R6 Subdivision

All Zones Activity Status: D

Where:

1. Any subdivision results in 8 or more additional allotments (excluding lots for the purposes of reserves, network utilities or transport corridors) from one parent allotment which existed at [Operative Date].

Note: Any application shall comply with information requirement TWM-REQ3.

TWM-R7 Landuse

Business Zones Activity Status: C

Where:

1. Any activity increases the impervious area within an allotment by 1,000m² – 5,000m² from what existed at [Operative Date].

Matters of Control:

1. Adverse effects on environmental and cultural values from the management and discharge of stormwater and wastewater.
2. The provision of integrated low impact design or green infrastructure solutions to minimise adverse effects.
3. Opportunities for multipurpose infrastructure (i.e. stormwater reserves that function as walking tracks).
4. The ability of three waters infrastructure to service potential future development within the allotment.

Note: Any application shall comply with information requirement TWM-REQ3.

Activity Status: D

Where:

1. Any activity increases the impervious area within an allotment by more than 5,000m² from what existed at [Operative Date].

Note: Any application shall comply with information requirement TWM-REQ3.

Three Waters Management (TWM)

Rule Requirements

TWM-REQ1 Information Requirement

- All Zones**
1. Any consent application where connection will be provided to reticulated three waters network(s) shall include an assessment detailing (where relevant):
 - a. Provision made for connections to reticulated three waters networks.
 - b. Confirmation that sufficient capacity exists within reticulated three waters networks to service the proposed development.
 - c. Any upgrades and/or extensions to existing reticulated three waters infrastructure that are proposed or necessary.
 - d. Consideration of the elevation of each proposed lot to establish a service envelope where that lot is able to be serviced without the need for on-site pumping. Reference shall be made to any part of the lot that is outside the service envelope.
 - e. Land and infrastructure to be vested in the Council.

TWM-REQ2 Information Requirement

- All Zones**
1. Any consent application where connection will not be provided to reticulated three waters networks is required to show the details and layout of the proposed three waters system(s) including (where relevant):
 - a. In reticulated areas, demonstration as to why connection to the reticulated three waters network is not proposed or is not practicable.
 - b. In reticulated areas, an assessment of any effects on the practicability of future expansion of the reticulated network.
 - c. Evidence that the proposed system either complies with the permitted activity standards of the Northland Regional Plan or a regional consent has been obtained.
 - d. A site plan detailing the overall proposed development, showing existing contours in areas proposed for development of three waters infrastructure, and any overland flow-paths, rivers, wetlands, water bores etc. which exist pre-development in the subject property and in adjoining properties.
 - e. Where any buildings or structures are located within overland flow-paths, rivers, wetlands, water bores, etc. demonstration of how the development will maintain their capacity to convey flows.
 - f. Details of an effluent disposal area and reserve area and provision for ongoing maintenance and operation of the proposed wastewater system.
 - g. Proposed stormwater attenuation and/or water quality treatment system(s), including location, preliminary sizing and associated works (e.g. landscaping, road construction).
 - h. Demonstration (by drawings, calculations and reports) that the requirements of rule TWM-R3.1(a) can be achieved.
 - i. Details of water demand (flow and pressure) and suitable drinking water sources.
 - j. Copies of any correspondence or written approvals from private persons or Council departments in relation to the proposed stormwater system, and confirmation of how any conditions of those approvals will be met.
 - k. Where a private communal three waters system is proposed, details of a formal legal mechanism by which each allotment owner is individually and severally responsible for the maintenance and performance of the system and ongoing ownership of the disposal area

Three Waters Management (TWM)

Notes:

1. *Additional information on details to be provided is contained within the Whangarei District Council Engineering Standards.*
2. *Evidence of a satisfactory water supply will be assessed as part of the building consent application. Applicants are advised to consult with the New Zealand Fire Service, Northland Health and the Northland Regional Council, and to refer to the Drinking Water Standards for New Zealand 2005 (Revised 2008).*

TWM-REQ3 Information Requirement

All Zones

1. Any application under rules TWM-R6 – R7 shall include a n Integrated Three Waters Assessment which details:
 - a. How the proposal is consistent with the recommendations, measures and targets of any relevant Council approved Catchment Management Plan.
 - b. An assessment of any potential effects (including cumulative effects) of the development in relation to the allotment, any adjoining allotments, the wider catchment and cultural values.
 - c. Information on how wastewater (including trade waste) will be managed to minimise any impacts on the reticulated network or from on-site discharges.
 - d. The provision of water supply, wastewater disposal and/or stormwater disposal reticulation through the proposed development or subdivision to a standard necessary to provide adequate reticulation to adjacent land zoned for reticulated development.
 - e. Any low impact design, green infrastructure or water sensitive design solutions that are proposed, what benefits these will provide, and how they will be operated and maintained to ensure ongoing water efficiency benefits.
 - f. Consideration of opportunities to integrate three waters infrastructure and informal or passive recreation opportunities.
 - g. Any proposed conditions.

Overview

The transport network in Whangarei is essential in facilitating the accessibility and efficient functioning of the District and the Region. The transport network includes public and private roads, access ways, service lanes, active and public transport lanes and on and off site parking and loading areas. The network provides for the movement of people and goods throughout the District, creates a service corridor for network utility operators, and is a public space that people can identify with and use to interact. The transport vision for Whangarei is a safe and efficient transport network that promotes a range of transport choices and supports the vitality and liveability of the District.

Historic scattered patterns of development have led to a high dependency on private motor vehicles for transportation needs and have caused inefficiencies in providing transport network improvements. Similarly, ad hoc development has often led to fragmented and inefficient transport infrastructure. The interrelationship between transport and land use planning is therefore fundamental to achieving Whangarei's transport vision.

Whangarei's future growth expectation is for consolidated urban development. Planning for growth in a consolidated manner allows transport priorities to be established and transport infrastructure to be more efficiently provided. Consolidated development and responsible land use planning can also promote a variety of transport methods, including walking, cycling and public transport, and can help reduce the reliance on private motor vehicles within the District.

While the District Plan promotes alternative modes of transportation and reduce dependency on private motor vehicles, there are positive effects in providing mobility through private motor vehicle usage. Therefore, it is important to establish clear standards and expectations for the transport network, and promote its safe, efficient, accessible and convenient use. Where potential future transport infrastructure needs are identified, indicative roads and strategic road protection areas are mapped to provide for and safeguard future transport needs.

The establishment, maintenance and use of transport network assets such as parking areas, footpaths, cycleways and roads can cause adverse effects on the surrounding environment such as reducing amenity values, increasing impervious surfaces and increasing noise levels. The transport network and transport infrastructure can contribute positively or negatively to an area. Therefore, urban design should be considered when constructing transport network assets while also balancing Whangarei's practical transportation needs.

Parking and loading management is crucial to the safe and efficient functioning of the transport network. It is important that parking and loading is provided and managed in a manner that supports the efficient use of land and is compatible with surrounding amenity. Car parking can also be managed to have an influence on reducing private motor vehicle use.

The safe and efficient operation of the transport network can be adversely affected by adjacent land use activities, development and subdivision. Activities or subdivisions which may result in too many accesses or may generate higher amounts of traffic than anticipated must be well integrated with the transport network to manage adverse effects.

Transport (TRA)

Objectives

TRA-O1 – Transport Network	Provide and maintain a safe, efficient, accessible and sustainable transport network while avoiding, remedying or mitigating adverse effects on the environment, adjoining landuses and the surrounding amenity and character.
TRA-O2 – Integrate Transport and Landuse Planning	Integrate landuse and transport planning to ensure that landuse activities, development and subdivision maintain the safety and efficiency of the transport network.
TRA-O3 – Active and Public Transport	Encourage and facilitate active transport and public transportation.
TRA-O4 – Safety and Efficiency	Provide suitable and sufficient vehicle crossings, access, parking, loading and manoeuvring areas that contribute to the safe and efficient functioning of the transport network.
TRA-O5 – Urban Design	Design and locate transport infrastructure in a manner which contributes to amenity and quality urban design outcomes.
TRA-O6 – Future Growth	Ensure that future growth can be supported by appropriate transport infrastructure.

Policies

TRA-P1 – Design, Construction and Maintenance	<p>To design, construct and maintain roads, cycleways, walkways, car parks and pedestrian access in a manner that:</p> <ol style="list-style-type: none"> 1. Provides a safe and efficient transport network. 2. Enables and balances the provision of network utility infrastructure and streetscape amenity including lighting and landscaping. 3. Has regard to the future capacity and growth of the transport network. 4. Is multi-modal and accommodates a range of users where appropriate. 5. Avoids no exit roads where through roads and connected networks can be designed, particularly in commercial and industrial areas. 6. Provides pedestrian access to connect roads and public spaces where they would offer a significantly shorter walking route. 7. Appropriately manages stormwater to ensure the risk of flooding is not increased and water quality is maintained.
TRA-P2 – Roads	<p>Only allow new public roads or major roading upgrades to public roads where the location and design of the road:</p> <ol style="list-style-type: none"> 1. Provides for the needs of all users, as appropriate for the surrounding environment and the function of the road within the transport network hierarchy. 2. Minimises adverse effects on surrounding sensitive activities, including severance effects and streetscape amenity. 3. Maintains or enhances the safety and efficiency of the transport network. 4. Does not compromise, and where possible provides, connections to surrounding areas, particularly for buses, pedestrians, and cyclists. 5. Provides sufficient area for landscaping and tree planting in appropriate areas while balancing the need to maintain safety and provide underground services and footpaths. 6. Contributes to positive urban design outcomes within the Urban Area.

Transport (TRA)

TRA-P3 – Transport Network Capacity	<p>To manage the scale and design of subdivision and development by:</p> <ol style="list-style-type: none"> 1. Ensuring that there is sufficient capacity within the transport network to cater for the proposal. 2. Requiring upgrades and/or extensions to the transport network which are attributed to the impacts of the subdivision or development at the cost of the subdivider or developer.
TRA-P4 – Integrated Transport Assessments	<p>To avoid remedy or mitigate adverse effects on the adjacent and wider transport network by requiring Integrated Transport Assessments for large scale developments and subdivisions.</p>
TRA-P5 – Active Transport	<p>To promote active transport by facilitating cycle and pedestrian connectivity within new subdivisions and developments and, where appropriate, to existing developments, reserves and other public spaces.</p>
TRA-P6 – Dust Nuisances	<p>To avoid dust nuisances in the Urban Area and improve amenity and accessibility by implementing formation standards for access and parking whilst managing stormwater.</p>
TRA-P7 – Access and Intersections	<p>To ensure that access and intersections are designed and located so that:</p> <ol style="list-style-type: none"> 1. Good visibility is provided. 2. Vehicle manoeuvres are accommodated. 3. They are sufficiently separated so as not to adversely affect the free flow of traffic.
TRA-P8 – Vehicle Crossings and Access	<p>To require vehicle crossings and associated access to be designed and located to protect amenity and ensure safe and efficient movement to and from allotments for vehicles, pedestrians and cyclists by managing:</p> <ol style="list-style-type: none"> 1. Separation distances between vehicle crossings. 2. Separation distances from intersections, railway crossings and pedestrian crossing facilities. 3. Vehicle crossing sight distances. 4. The number of vehicle crossings per allotment. 5. The design, formation and construction standards of crossings and access.
TRA-P9 – Car Parking	<p>To allow for reduced on-site parking spaces where appropriate based on:</p> <ol style="list-style-type: none"> 1. Surrounding transport infrastructure. 2. Proximity to the City Centre, Local Commercial or Neighbourhood Commercial Zones. 3. The provision of additional amenities on-site. 4. The ability to mitigate car parking spillover effects.
TRA-P10 – Parking and Loading	<p>To require parking and loading areas and access to be designed and located to ensure safe movement on-site and safe ingress and egress of vehicles, pedestrians and cyclists by managing:</p> <ol style="list-style-type: none"> 1. Parking and loading space dimensions and gradient. 2. The location and identification of car parking and loading spaces. 3. Manoeuvring space within the allotment. 4. The formation and construction standards of parking areas. 5. The design and layout of parking areas.
TRA-P11 – Bicycle Parking	<p>To require bicycle parking spaces and end-of-trip facilities for activities with high numbers of employees, students or residents.</p>

Transport (TRA)

TRA-P12 – Charging Stations	To reduce emissions and enhance the sustainability of Whangarei’s transport network by requiring: <ol style="list-style-type: none"> 1. Electric vehicle charging stations where high numbers of on-site car parking spaces are provided. 2. Underground electrical conduit for new large car parking areas.
TRA-P13 – Landscaping	To require landscape planting where on-site car parking is provided to improve visual amenity, accessibility and stormwater management.
TRA-P14 – Indicative Roads and Strategic Road Protection Areas	To identify indicative roads and strategic road protection areas based on long term growth projections, and to require development and subdivision to have regard to effects on any indicative road or strategic road protection area.
TRA-P15 – Road Hierarchy	To identify and apply a roading hierarchy to ensure that the functions of transport network assets are recognised and protected in the management of landuse and subdivision.

Rules

TRA-R1 Any Activity Not Otherwise Listed in This Chapter

All Zones Activity Status: P

Where:

1. All relevant TRA rules are complied with.
2. The activity is permitted under all relevant Overlay, District Wide and relevant Zone rules.

Parking

TRA-R2 Required Spaces and Dimensions

All Zones Activity Status: P

Where:

1. All off-street car parking spaces, loading spaces, bicycle parking spaces, end-of-trip facilities and associated manoeuvring areas are provided and constructed in accordance with Appendix 1.

Activity Status when compliance not achieved:
D

TRA-R3 Location and Identification

All Zones Activity Status: P

Where:

Activity Status when compliance not achieved:
D

Transport (TRA)

	<ol style="list-style-type: none"> 1. All car parking spaces and loading spaces: <ol style="list-style-type: none"> a. Are not located on any access manoeuvring or outdoor living court area. b. Are permanently marked, except in the case of any residential unit which is not part of a multi unit development. 	
TRA-R4 Gradient		
All Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All car parking spaces, loading spaces and associated manoeuvring areas do not have a gradient steeper than: <ol style="list-style-type: none"> a. 1 in 16 for surfaces at 90° to the angle of the parking. b. 1 in 20 for surfaces parallel to the angle of the parking. 	<p>Activity Status when compliance not achieved: D</p>
Vehicle Crossings and Access		
TRA-R5 Design and Location		
All Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Any vehicle crossing and access is provided and constructed in accordance with Appendix 2. 2. The vehicle crossing is not fronting a National or Regional road. 	<p>Activity Status when compliance not achieved: D</p>
TRA-R6 Setbacks		
All Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Any new vehicle crossing is located at least: <ol style="list-style-type: none"> a. 30m from a railway level crossing. b. 8m from a dedicated pedestrian crossing facility (e.g. pedestrian crossing, mid-block pedestrian 	<p>Activity Status when compliance not achieved: D</p>

- signals, refuge islands and traffic signaled intersections).
- c. 2m from a separate vehicle crossing.

Manoeuvring Space

TRA-R7 Requirements for On-Site Manoeuvring Space

All Zones Activity Status: P

Activity Status when compliance not achieved:
D

Where:

1. All car parking, loading spaces and associated manoeuvring areas provide sufficient on-site manoeuvring space:
 - a. To ensure that no vehicle is required to reverse either onto, or off, the allotment except where access is gained from a local road and less than 4 car parking spaces are required on-site.
 - b. That enables vehicles occupying a car parking space or loading space to have ready access to the road at all times, without needing to move any other vehicles occupying other car parking spaces or loading spaces, except for:
 - i. Staff parking areas associated with a single activity; or
 - ii. Parking for vehicles being serviced at a vehicle repair premise.
 - c. To ensure that manoeuvring in and out of a parking/loading space shall not require more than one reverse manoeuvre.

Note:

1. *Acceptable means of compliance with access, parking and manoeuvring design can be found in the Whangarei District Council Engineering Standards.*

Sealing and Formation Standards

TRA-R8 Internal Access and Parking Areas

Urban Area Zones, RUEE allotments with an area less than 1ha, Rural Village Zone and Strategic Rural Industries Zone	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. On-site access and parking areas (including loading and manoeuvring areas) are formed and sealed with a permanent all-weather surface. 	<p>Activity Status when compliance not achieved: D</p>
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Strategic Road Protection Areas and Indicative Roads

TRA-R9 Setbacks

All Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All buildings are set back at least 0.5m from strategic road protection area as detailed in Appendix 4. 2. Sensitive activities at ground floor are set back at least 2m from a strategic road protection area as detailed in Appendix 4. 3. No buildings are located within 10m of an indicative road as shown on the Planning maps. 	<p>Activity Status when compliance not achieved: D</p>
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Transport (TRA)

Landscaping

TRA-10 Road Boundary Landscaping

All Zones except for the Heavy Industrial and Strategic Rural Industries Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> Any ground level car parking areas, except those associated with a residential activity, between a building and the road boundary provide a minimum 2m wide landscaping strip with a minimum plant height of 0.9m and a maximum plant height of 1.15m (excluding any tree planting) between the parking area and the road boundary (excluding any area for vehicle crossings). 	Activity Status when compliance not achieved: D
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TRA-R11 Landscaping Within Parking Areas

All Zones except for the Light Industrial, Heavy Industrial and Strategic Rural Industries Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> Any ground level car parking areas: <ol style="list-style-type: none"> Of 20 – 200 car parking spaces provides landscaping within or adjacent to the parking area to a minimum of 10% of the total parking area. Of more than 200 car parking spaces provides landscaping within or adjacent to the parking area to a minimum of 15% of the total parking area. 	Activity Status when compliance not achieved: D
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TRA-R12 Tree Planting Within Parking Areas

All Zones except for the Light Industrial, Heavy Industrial and Strategic Rural Industries Zones	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> Any parking area where at least 20 car parking spaces are required by Appendix 1 provides at least 1 tree within or adjacent to the parking area for every 20 car parking spaces with: <ol style="list-style-type: none"> A tree species with a minimum height of 4m and minimum canopy shade coverage of 30m² at 20 years. 	Activity Status when compliance not achieved: D
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Transport (TRA)

- b. A root area with a minimum area of 9m² and a minimum dimension of 3m and minimum depth of 1m.

Compliance Standards for Rules TRA-R10 – R12:

1. *For the purpose of calculating total parking area, only the areas used for parking spaces and access aisles along parking spaces shall be included. Not included in the parking area calculation are service roads, pedestrian footpaths, loading/unloading areas, and perimeter landscape areas.*
2. *TRA-R10-R12 do not apply to multi-storey standalone car parking facilities.*

Note for Rules TRA-R10 – R12:

1. *Further guidance on best practice landscaping in car parks is contained in Whangarei's Urban Design Guidelines 2018.*

Electric Vehicle Charging Stations

TRA-R13 Number Requirements

All Zones

Activity Status: P

Where:

1. Any parking area where 50 or more car parking spaces are required by Appendix 1 provides at least 1 electric vehicle charging station per every 50 required car parking spaces.

Compliance Standard:

1. *Any electric vehicle parking space associated with the charging stations counts towards the total number of required parking spaces in Appendix 1.*

Activity Status when compliance not achieved:
D

Subdivision		
TRA-R14	Subdivision	
	Activity Status: C	Activity Status when compliance not achieved: D
	Where:	
All Zones	1. The allotment does not contain an indicative road or a strategic road protection area.	
All Zones	2. Subdivision results in all allotments having access and crossings which comply with TRA-R5 – R6.	
Future Urban Zone	3. Subdivision results in: <ul style="list-style-type: none"> a. A shared access which serves no more than 3 allotments or 3 residential units. b. No more than 1 right of way being created. 	
All Zones except for the Future Urban Zone	4. Subdivision results in a shared access which serves no more than 8 allotments or 8 residential units.	
	Matters of Control:	
	1. The need for forming, upgrading or extending roads in the vicinity due to increased traffic from the subdivision.	
	2. The need for traffic control measures on roads due to increased traffic from the subdivision.	
	3. The need for footpaths, kerb and channel on roads in the vicinity, including for stormwater management.	
	4. The adequacy of the access for the anticipated use.	
	5. The ability of the access to contain required services.	
	6. Traffic safety and visibility.	
	7. The need for acceleration and deceleration lanes.	
	8. Type, frequency and timing of traffic.	
	9. Access design, and number and location of vehicle crossings.	
	10. The construction and maintenance of new vehicle crossings or alterations to existing vehicle crossings where proposed as part of the subdivision.	
	11. The provision, location, design, capacity, connection, upgrading, staging and integration of transport infrastructure.	

Transport (TRA)

12. Pedestrian connections to public roads from existing reserves and/or pedestrian accessways, especially where the connection will provide a significantly shorter walking distance.
13. Design of pedestrian connections to ensure ease of use, accessibility and safety.
14. In the RUEE, the protection of land within the proposed allotments to allow access and linkages to adjacent allotments for future transport infrastructure.

Note:

1. *Refer to Rules TRA-R15 – R16 for any Integrated Transport Assessment Requirements as part of a subdivision.*

Integrated Transport Assessments

TRA-R15 Restricted Discretionary Integrated Transport Assessments

All Zones Activity Status: RD

Where:

1. Any activity (or activities) that requires an increase of more than 50 car parking spaces in accordance with Appendix 1 within a parent allotment or allotments that existed at [Operative Date].
2. Any subdivision of an allotment that existed at [operative date] where the area of the parent allotment is equal to or larger than:
 - a. 7,500m² within the High-density Residential Zone.
 - b. 1ha within the Medium-density Residential Zone.
 - c. 4ha within the Residential Zone or Rural Village Residential Zone.
 - d. 1,000m² within the Future Urban Zone.

Matters of discretion:

1. Effects on the sustainability, safety, efficiency, effectiveness and convenience of the adjacent transport network.
2. Required improvements, alterations or extensions to the adjacent transport network to mitigate adverse effects.
3. The need for pedestrian and cyclist connections to adjacent destinations.
4. Adverse effects on streetscape and amenity.
5. Recommendations and proposed mitigation measures of the Integrated Transport Assessment.

Compliance Standard:

1. *TRA-R15 does not apply for any allotment where consent has previously been granted for the allotment under Rule TRA-R15.*

Note: Any application shall comply with information requirement TRA-REQ1.

TRA-R16	Discretionary Integrated Transport Assessments
All Zones	Activity Status: D
	Where:
	<ol style="list-style-type: none"> Any activity (or activities) that requires an increase of more than 100 car parking spaces in accordance with Appendix 1 within a parent allotment or allotments that existed at [Operative Date]. Any subdivision of an allotment that existed at [operative date] where the area of the parent allotment is equal to or larger than: <ol style="list-style-type: none"> 1.75ha within the High-density Residential Zone. 2.5ha within the Medium-density Residential Zone. 10ha within the Residential Zone or Rural Village Residential Zone.
	<i>Compliance Standard:</i>
	<ol style="list-style-type: none"> <i>TRA-R16 does not apply for any allotment where consent has previously been granted for the allotment under Rule TRA-R16.</i>
	<i>Note: Any application shall comply with information requirement TRA-REQ2.</i>

TRA-R17	Construction of Any New Public Road or Service Lane
TRA-R18	Any Major Roothing Alteration to an Existing Public Road
All Zones	Activity Status: D
	<i>Note: Any application shall comply with information requirement TRA-REQ3.</i>

Rule Requirements

TRA-REQ1	Information Requirement
	<ol style="list-style-type: none"> Any application pursuant to TRA-R15 shall include an Integrated Transport Assessment prepared by a suitably qualified professional, and shall include the following: <ol style="list-style-type: none"> A description of the allotment characteristics, existing development, existing traffic conditions and trip generation, adjacent landuses, proposed activity and its intensity. An assessment of the features of the existing transport network, including the following where relevant to the proposal: <ol style="list-style-type: none"> Existing access arrangements, on-site car parking and crossing locations. Existing internal vehicle and pedestrian circulation. Existing walking and cycling networks. Existing public transport service routes and frequencies including bus stops and lanes. Hours of operation for non-residential activities. The adjacent transport network road hierarchy and the safety of the transport network in the immediate vicinity including crash history if relevant. A description of the estimated number of trips which will be generated by each transport modes (public transport, walking, cycling and private vehicles, including heavy vehicles). An assessment of the suitability of the proposal for all users within the development and connecting to the adjacent transport network. This shall include assessments of:

- i. The accessibility of the development for public transport and how the design of the development will encourage public transport use by considering the attractiveness, safety, distance and suitability of the walking routes to the nearest bus stop.
- ii. The accessibility of the development for pedestrians and cyclists and how the design of the development will encourage walking and cycling to nearby destinations such as reserves, other public spaces and commercial or community facilities.
- iii. Any safety implications that may detract from walking or cycling to/from the development.
- iv. The accessibility of the development by private motor vehicles and the suitability of the proposed access and use of the allotment with respect to the efficient and effective functioning of the transport network.
- e. An evaluation of the effects of the development on the adjacent transport network, including:
 - i. Impacts on the operation of public transport infrastructure, and any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle movements to and from the development.
 - ii. The impacts that any additional vehicle movements are likely to have on the capacity of the road network.
 - iii. For heavy vehicle trips per day, whether there are any effects from these trips on roading infrastructure.
 - iv. Where the development will directly impact the state highway, a summary of consultation with the New Zealand Transport Agency.
 - v. The impacts of construction traffic where a development will require a significant amount of construction work.
- f. An assessment of how the transport network will be designed to accommodate infrastructure and services, stormwater, lighting, landscaping and street trees. For larger scale non-residential developments this should include consideration of underground electrical supply system for electric vehicle charging stations.
- g. Identification of any necessary mitigation measures that will be required to address any impacts on the transport network, including:
 - i. Potential mitigation measures needed both within the proposed development and on the transport network surrounding the development including any improvements, alterations or extensions to the transport network.
 - ii. Any mitigation required to achieve convenient and safe operation of access points and loading areas for all users.
 - iii. How the design and layout of the proposed activity maximises opportunities, to the extent practical, for travel other than by private car.
 - iv. Where appropriate, the use of Crime Prevention Through Environmental Design principles and techniques to mitigate any safety issues for pedestrians or cyclists.
 - v. A description of measures that will be put in place to mitigate against the effects of the construction process.
 - vi. A summary of the ITA including key findings and implications that the development will have for transport including any proposed mitigation measures.

Note: For further guidance on Integrated Transport Assessments refer to Appendix A of New Zealand Transport Agency Research Report No.422, "Integrated Transport Assessment Guidelines", Abley et al, November 2010.

TRA-REQ2 Information Requirement

1. Any application pursuant to TRA-R16 shall include an Integrated Transport Assessment prepared by a suitably qualified professional, and shall include the following:
 - a. The details required under TRA-REQ1.
 - b. An overview of the transport implications of existing landuses and any landuse characteristics that affect the proposal, in the wider surrounding area that will affect assessment of the proposal. This shall consider projected growth predictions and predicted annual average daily traffic.
 - c. An assessment of the traffic volumes on the surrounding transport network near the development and any intersections that will be affected by the proposal. Include consideration of the existing peak-hour congestion near the allotment, level of service, turning volumes, and comparisons between peak and interpeak conditions.
 - d. A description of any proposed transport upgrades or changes within the vicinity of the proposed development such as known intersection or road upgrades, cycle infrastructure, parking restrictions or public transport upgrades or changes. If the proposed development is to be staged this description shall consider how the proposal will correspond with planned transport upgrades.
 - e. An assessment of the proposal's consistency with relevant strategic documents including the Blue/Green Network Strategy for Whangarei City, the Walking and Cycling Strategy and the Whangarei Transport Strategy.

Note: For further guidance on Integrated Transport Assessments refer to Appendix A of New Zealand Transport Agency Research Report No.422, "Integrated Transport Assessment Guidelines", Abley et al, November 2010.

TRA-REQ3 Information Requirement

1. Any application pursuant to TRA-R17 – R18 shall include a detailed assessment including the following:
 - a. The details required under TRA-REQ2.
 - b. A roading layout plan, including:
 - i. The provision of landscaping and street trees.
 - ii. The provision of on-street parking.
 - iii. The provision of street lighting and amenities (e.g. benches, bus shelters, etc.).
 - iv. Geometric design.
 - v. Drainage design.
 - vi. Road marking and signage.
 - vii. Traffic calming devices.
 - viii. Utility service locations.
 - ix. Sight distance plans.
 - x. Clear distinction between public and private assets.
 - c. Consideration of the sufficiency of space within the legal road reserve for proposed and potential future street trees, landscaping and/or underground and overhead services and structures.
 - d. An assessment of traffic volumes and vehicle operating speeds.
 - e. An assessment of how the road design is compatible with the character and amenity of the surrounding environment taking into account urban design and Crime Prevention Through Environmental Design principles.

Appendix 1

Appendix 1A. Minimum On-site Car and Bicycle Parking Requirements

Car parking and bicycle parking spaces shall be provided on-site in accordance with Table TRA 1 for allotments outside of the car parking exemption area detailed in Appendix 1F.

Table TRA 1. Minimum on-site car and bicycle parking requirements

Activity		Required Car Parking Spaces	Required Bicycle Parking Spaces
Residential Activities			
Residential Unit		1 per unit within the High-density Residential Zone 1 per 1 – 2 bedroom unit in all other Zones 2 per 3+ bedroom unit in all other Zones	Nil
Minor Residential Unit		1 per unit	Nil
Multi-unit development		1 per unit within the High-density Residential Zone 1 per studio or single bedroom unit in all other zones 2 per two or more bedroom residential units in all other zones, Plus 1 visitor car parking space for every 4 residential units provided.	Long stay: 1 per unit without a dedicated garage
Supported Residential Care Home		0.3 spaces per bed	Long stay: 1 per employee
Commercial Activities			
Retail	Motor Vehicle Sales	1 per 20 vehicle display spaces, Plus 1 per additional 50m ² GFA	Long stay: 1 per 15 employees
	Trade Suppliers, Garden Centres, Marine Retail and Hire Premises	1 per 60m ² GFA, Plus 1 per 100m ² of outdoor storage	
	Grocery Store	1 space per 25m ² GFA	Long stay: 1 per 5 employees Short stay: 1 per 400m ² GFA
	Other Retail (less than 600m ² GFA)	1 space per 30m ² GFA	
	Other Retail (greater than 600m ² GFA)	1 space per 60m ² GFA	
Food and Beverage		1 space per 20m ² GFA and outdoor seating area.	Long stay: 1 per 10 employees Short stay: 1 per 350m ² GFA
Commercial Services and Funeral Homes		1 space per 50m ² GFA	Long stay: 1 per 10 employees Short stay: 1 per 400m ² GFA
Service Stations		1 space per 30m ² GFA for service station retail space	Long stay: 1 per 15 employees
Visitor Accommodation		1 space per bedroom	

Appendix 1

Activity		Required Car Parking Spaces	Required Bicycle Parking Spaces
Entertainment Facilities		1 per 5 persons the facility is designed to accommodate for facilities with a specified number of seats or occupants. For all other facilities, 5 spaces per 100m ² GFA	Long stay: 1 per 10 employees Short-stay: 2 parks plus 1 per 1000m ² GFA
Industrial Activities			
Industrial activities	Repair and Maintenance Services	4 per repair/lubrication bay, Plus 1 per additional 50m ² GFA	Long stay: 1 per 30 employees
	Manufacturing and Storage	1 space per 100m ² GFA plus 1 space per 100m ² outdoor storage and display	
	Other industrial activities	1 per 50m ² GFA, or 0.7 per employee (where the number of staff is known), whichever results in requiring a lower amount of on-site parking	
Oil Refinery Precinct (if activity not stated above)		1 Permanent parking space per employee on-site at any time, provided that during periods of shut downs and maintenance when extra parking is required, this does not have to be permanently marked but must be provided on-site.	Nil
Port Zone		0.75 parking spaces per employee engaging in port-related activities on-site at any time, provided that during periods of shut downs and maintenance when extra parking is required this does not have to be permanently marked but must be provided.	
Fonterra Kauri Milk Processing Site		Nil	
Community Activities			
Place of Assembly		1 per 5 persons the facility is designed to accommodate for facilities with a specified number of seats or occupants. For all other facilities, 5 spaces per 100m ² GFA	Long stay: 1 per 15 employees Short-stay: 2 parks plus 1 per 1000m ² GFA
Recreation Facilities		15 spaces per hectare, or 0.2 per person the facility is designed to accommodate	Short-stay: 3 parks plus 3 per ha
Emergency Services		1 per employee	Nil
Care Centre		0.10 per child or other person, other than staff plus 0.5 per employee	Long stay: 1 per 15 employees
Hospital		1 space per 2 beds plus 1 per 2 employees	1 per 15 employees
Educational Facilities	Primary and Secondary Schools	1 space per 2 employees, plus: 1 space per 25 students (primary) 1 space per 50 students (secondary)	1 per 15 employees, plus: 1 per 20 students
	Tertiary Facilities	1 space per 2 employees, plus 1 space per 8 students	1 per 15 employees, plus: 1 per 15 students

Appendix 1

Activity		Required Car Parking Spaces	Required Bicycle Parking Spaces
	Pre-school and Childcare Facility	1 space per 10 children, plus 1 per 2 employees	1 per 5 employees
Rural			
Forestry		1 per 2 employees on-site	Nil
Other Rural Production Activities		Nil	
Other			
Mineral Extraction		4 per 5 employees on-site	Nil
Boat Sheds, Marinas, Moorings		0.5 per berth or craft to be accommodated	Nil
Rural Centre Service Activity		1 space per 30m ² GFA	Long stay: 1 per 10 employees Short stay: 1 per 300m ² GFA

Compliance Standards:

1. Short stay bicycle parking space shall not be required in the City Centre Zone.
2. Where there are multiple activities on the allotment and each activity requires vehicle parking, the total vehicle parking shall be the combined total requirement for all activities (not including any reduction factor under Appendix 1E).
3. Where the calculation of required parking spaces results in a fraction of a whole space, any fraction less than, or equal to, one half shall be disregarded; and any fraction over one half shall count as one space.
4. If any activity is not represented above, the activity closest in nature to the new activity shall be used, or where there are two or more similar activities in the table above, the activity with the higher parking rate shall apply.

Note:

1. Where parking is provided, the Building Code requires parking spaces to be provided for people with disabilities and accessible routes from the parking spaces to the associated activity or road. The dimensions and accessible route requirements are detailed in the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility –Buildings and Associated Facilities (NZS 4121:2001).

Appendix 1

Appendix 1B. Maximum On-site Car Parking in Parking Exemption Area

Any activity located in the Car Parking Exemption Area identified in Appendix 1F shall provide no more on-site car parking spaces than those specified in Table TRA 2.

Table TRA 2. Maximum on-site car parking in parking exemption area

Activity	Maximum Car Parking Spaces
Residential Unit	Maximum: 1 per unit
Visitor Accommodation	Maximum: 1 per 2 units
Commercial Service	Maximum: 1 per 50m ² GFA

Compliance Standard:

1. *Where the calculation of required parking spaces results in a fraction of a whole space, any fraction less than, or equal to, one half shall be disregarded; and any fraction over one half shall count as one space.*

Appendix 1C. Minimum On-site Loading Space Requirements

Loading spaces shall be provided on-site in accordance with Table TRA 3 for allotments outside of the car parking exemption area detailed in Appendix 1F.

Table TRA 3. Minimum on-site loading space requirements

Activity Class	GFA Threshold	Loading Space Requirement
Industrial and Retail Activities (goods handling activities)	Up to 300m ²	Nil
	Greater than 300m ² up to 5,000m ²	1
	Greater than 5,000m ² up to 10,000m ²	2
	Greater than 10,000m ²	3 spaces plus 1 space for every additional 10,000m ²
Commercial Services, Visitor Accommodation, Hospitals and Other Activities not included above.	Up to 2,000m ²	Nil
	Greater than 2,000m ² up to 20,000m ²	1
	Greater than 20,000m ² up to 50,000m ²	2
	Greater than 50,000m ²	3 spaces plus 1 space for every additional 25,000m ²

Compliance Standards:

1. Where there are multiple activities on the allotment and each activity requires loading spaces, the total loading spaces shall be the combined total requirement for all activities.
2. Where the calculation of required parking spaces results in a fraction of a whole space, any fraction less than, or equal to, one half shall be disregarded; and any fraction over one half shall count as one space.
3. Loading spaces must be at least 9m in length and 3.5m in width.

Appendix 1

Appendix 1D. Minimum End-of Trip Facilities Requirements

Where long stay bicycle parking spaces are provided, end-of-trip facilities shall be provided on-site in accordance with Table TRA 4.

Table TRA 4. Minimum on-site end-of-trip facilities requirements

Number of long stay bicycle parking spaces on-site	Minimum number of showers	Minimum number of changing rooms
5 – 50	2	2
50 – 100	4	
Every additional 100 spaces	2 additional	

Appendix 1E. Minimum On-site Car Parking Reduction Factors

Any activity which meets any of the reduction factors detailed in Table TRA 5 is permitted to reduce the required on-site car parking spaces accordingly.

Table TRA 5. Minimum on-site car parking reduction factors

Parking Reduction Factor		Permitted Minimum Parking Requirement Reduction
1	Located within a 200m walk of a public transport stop with a frequency of at least 30 minutes on weekdays between 7am and 6pm.	0 to 50m: up to 10% reduction per service 51m to 125m: up to 6% reduction per service 201m to 400m: up to 2% reduction per service; Up to a maximum of 20% if in proximity to multiple stops.
2	Located within a 400m walk from a car parking lot containing at least 50 car parking spaces that are available for use by the public.	0 to 50m: up to 10% reduction 51m to 200m: up to 6% reduction 201m to 400m: up to 2% reduction
3	Located within a 400m walk of a City Centre parking exemption zone (Appendix 1E) or a Local Commercial or Neighbourhood Commercial Zone.	0 to 50m: up to 10% reduction 51 to 200m: up to 6% reduction 201 to 400m: up to 2% reduction
4	Located within 1.2km of a designated cycle route.	0 to 150m: up to 10% reduction: 151m to 600m: up to 6% reduction 601m to 1200m: up to 2% reduction
5	Developments that contain a mix of both residential activities and activities where people are employed on-site.	Up to 5% reduction
6	Bicycle parking spaces are provided on-site beyond the requirements under Rule TRA-R2.	1 less car parking space per 5 bicycle parking spaces provided, up to a total of 2 less car parking spaces
7	Internal landscaping is provided within the parking area or immediately adjacent to the parking area beyond the requirements under Rule TRA-R11.	1 less car parking space per 25m ² of landscaping provided, up to a total of 2 less car parking spaces

Compliance Standards:

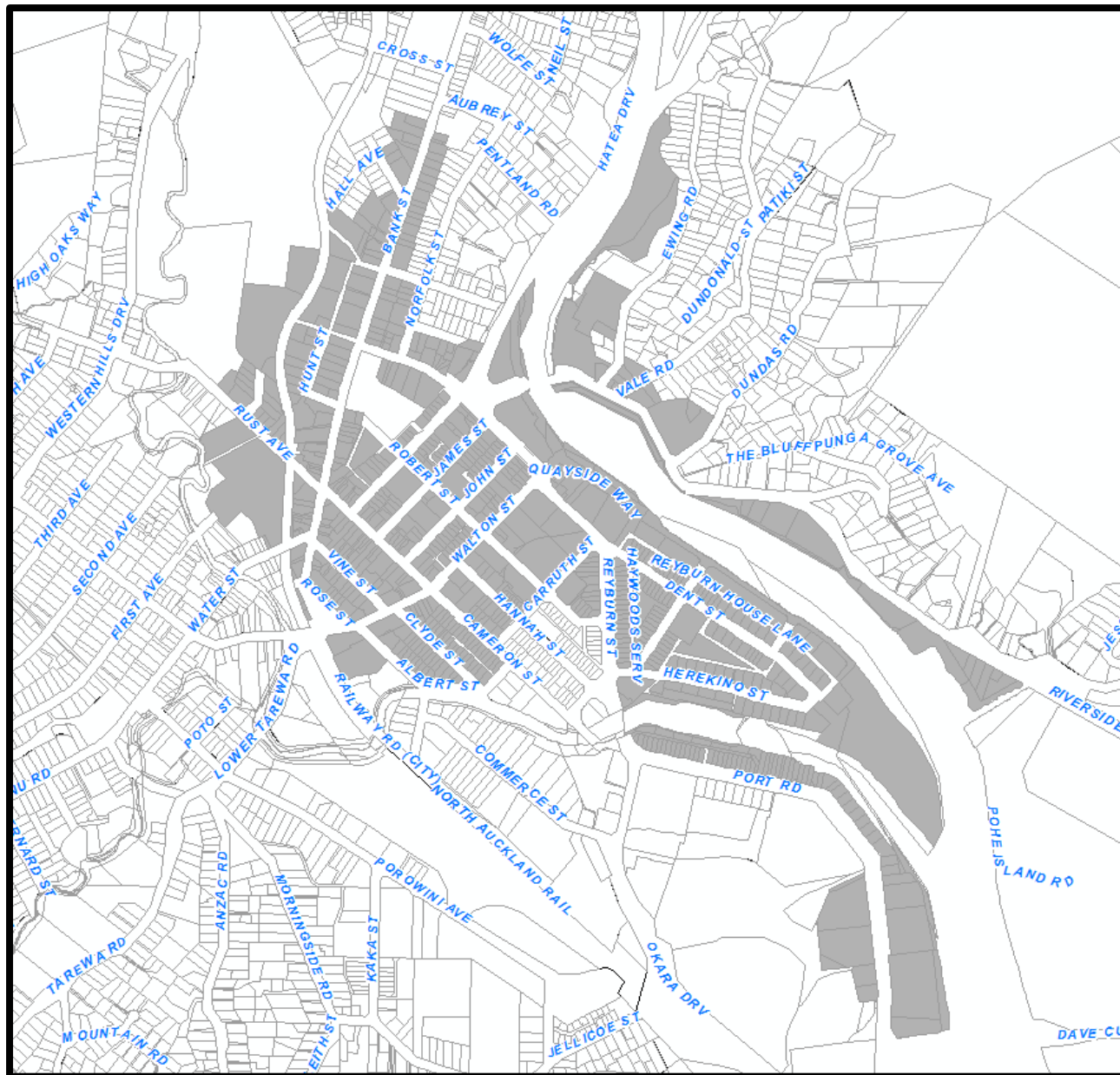
1. Where an activity meets multiple parking reduction factors, the minimum parking reduction bonuses may be added together up to a total reduction of 30%.
2. Where the calculation of permitted number of reduced parking spaces results in a fraction of a whole space, any fraction less than, or equal to, one half shall be disregarded; and any fraction over one half shall count as one space.

Appendix 1

Appendix 1F. Car Parking and Loading Space Exemption Areas

Any activity located solely within the shaded area shown in Figure TRA 1 is exempt from providing the minimum car parking and loading spaces required in Appendix 1A and 1C and is subject to the maximum on-site car parking stated in Appendix 1B.

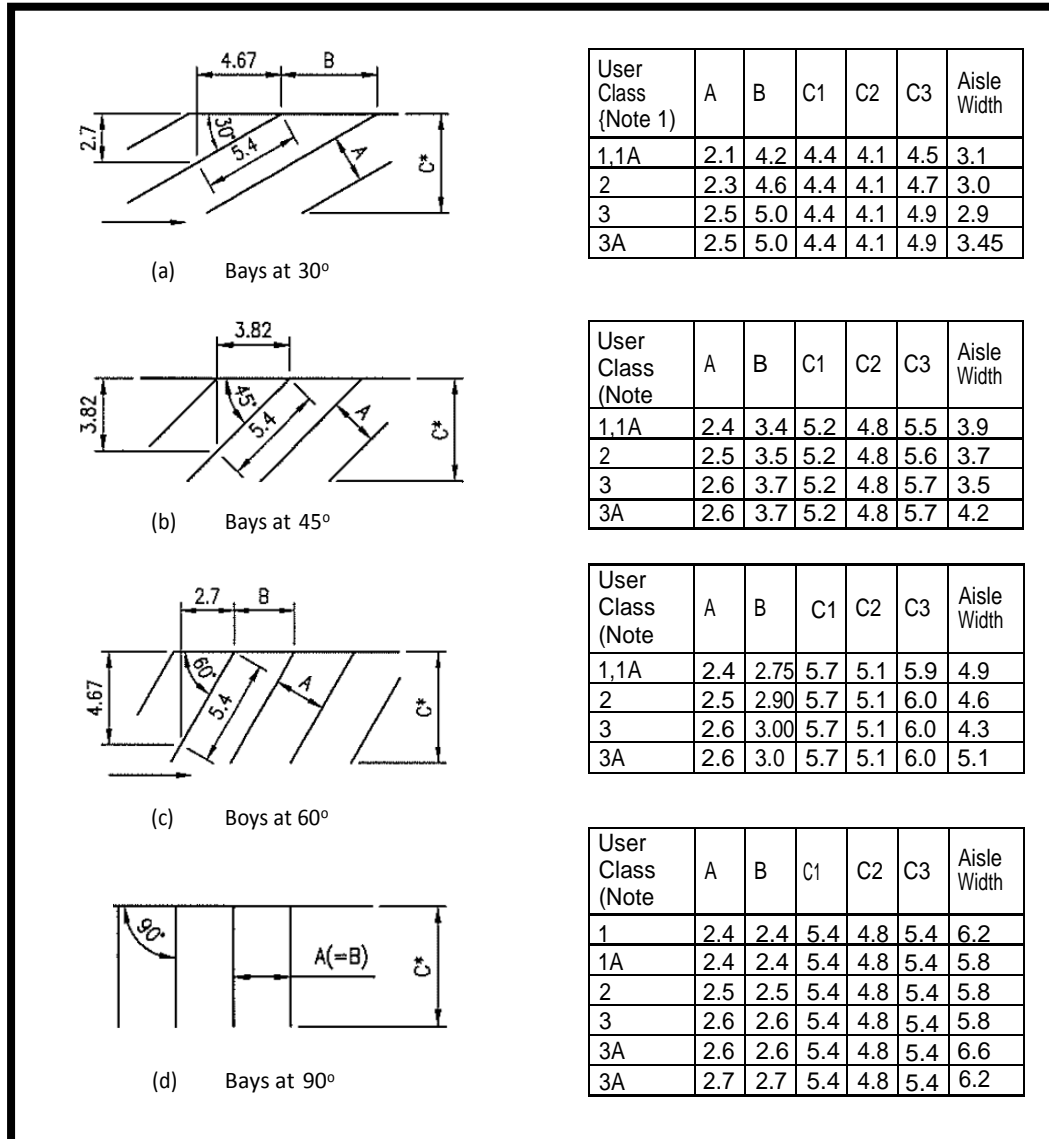
Figure TRA 1. Car parking and loading space exemption area



Appendix 1G. Minimum Car Parking Space Dimensions

Any car parking space shall comply with the minimum dimensions in Figures TRA 2 and TRA 3:

Figure TRA 2. Minimum car parking space dimensions (in metres) for angled parking spaces



Note:

1. Parking space dimensions will vary for mobility car park spaces.

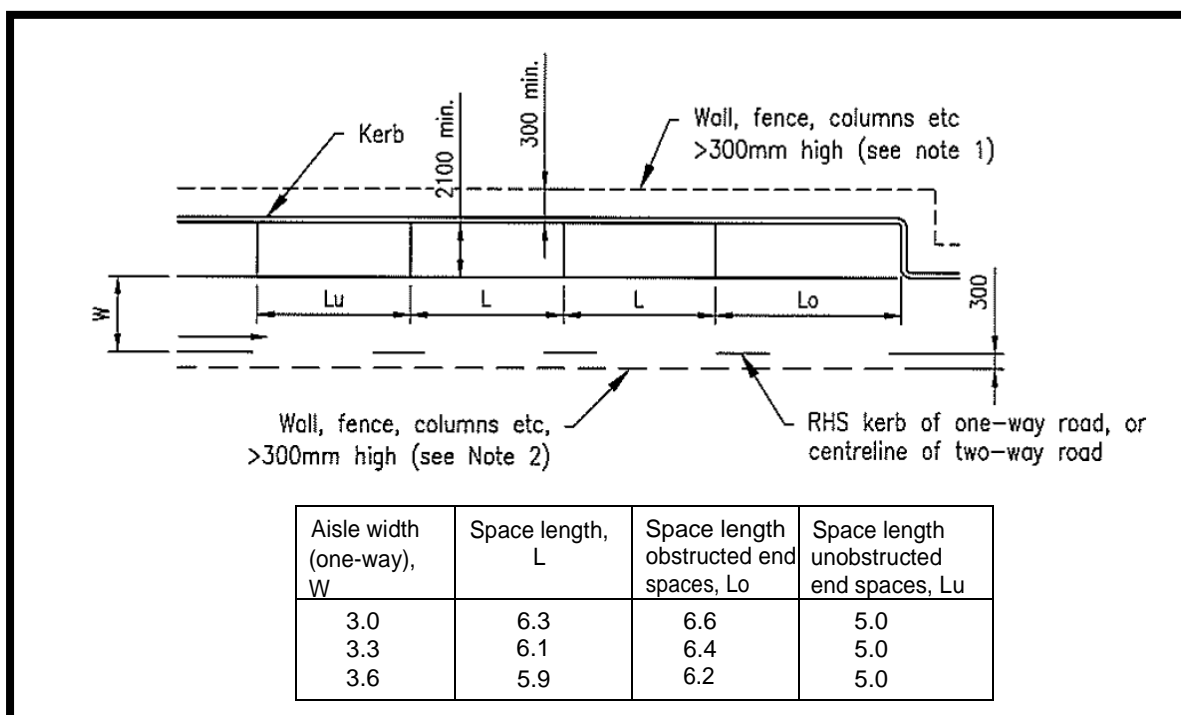
Compliance Standards:

1. Dimension C is selected as follows:
 - C1 - Where parking is to a wall or high kerb not allowing any overhang.
 - C2 - Where parking is to a low kerb which allows 600mm overhang.
 - C3 - Where parking is controlled by wheel stops installed at right angles to the direction of parking, or where the ends of parking spaces form a saw tooth pattern.
2. Classifications of off-street car parking facilities are as follows (the two Class 3A options given for 90° parking are alternatives of equal standing):

Appendix 1

User Class	Required Door Opening	Required Aisle Width	Examples of Uses
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day-parking).
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only. Otherwise as for User Class 1	Residential, domestic and employee parking.
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking).
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospitals and medical centres.
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit.	Short term, high turnover parking at shopping centres.

Figure TRA 3. Minimum car parking space dimensions (in metres) for parallel parking spaces



Compliance Standards:

1. Spaces shall be located at least 300mm clear of obstructions higher than 150mm such as walls, fences and columns.
2. Where the opposite side of the aisle is bounded by obstructions higher than 150mm, Dimension W shall be increased by at least 0.3m.
3. If a single space is obstructed at both ends, a further 0.3m shall be added to dimensions in this column.

Appendix 1

4. *Where the aisle is two-way, but parking is on one side only, its width shall be increased by 3.0m minimum.*
5. *Where parallel parking is provided on both sides of a two-way aisle, the aisle widths shown shall be provided on each side of the aisle centre line.*
6. *For parallel parking on both sides of a one-way aisle the aisle width shall be at least twice that shown.*

Appendix 2

Appendix 2A. Vehicle Crossings Per Allotment

The number of vehicle crossings per allotment shall not exceed those stated in Table TRA 6, except for service stations where two crossings per allotment are permitted.

Table TRA 6. Maximum number of vehicle crossings per allotment

Allotment Frontage (m)	Hierarchy Class of Road Frontage				
	Low Volume Access	Access	Secondary Collector	Primary Collector	Arterial
0 - 16	1	1	1	1	1
17 - 60	2	2	1	1	1
61 -100	3	3	2	1	1
>100	3	3	3	2	1

Compliance Standard:

1. *Where there is more than one road frontage, the frontage measurement will only apply to the road front approved for gaining entrance.*

Appendix 2

Appendix 2B. Vehicle Crossing Distances from Intersections

Any vehicle crossing shall comply with the minimum distance from intersections as stated in Table TRA 7. Distances are measured along the centreline of the frontage road from the centreline of the vehicle Crossing to the edge of the carriageway of the intersecting road.

Table TRA 7. Minimum distance of vehicle crossing from intersections

Intersection Road Classification (distance in meters)			
Frontage Road	National, Regional & Arterial	Primary & Secondary Collector	Access & Low Volume Access
Speed Limit 50km/hr			
Arterial	70	55	35
Primary & Secondary Collector	40	40	20
Access & Low Volume Access	25	25	10
Speed Limit Over 50km/hr			
Arterial	180	180	90
Primary & Secondary Collector	75	60	60
Access & Low Volume Access	75	60	60

Appendix 2C. Vehicle Crossings Sight Distances

Any vehicle crossing shall comply with the minimum sight distance requirements as stated in Table TRA 8. Sight lines shall be contained within the road reserve.

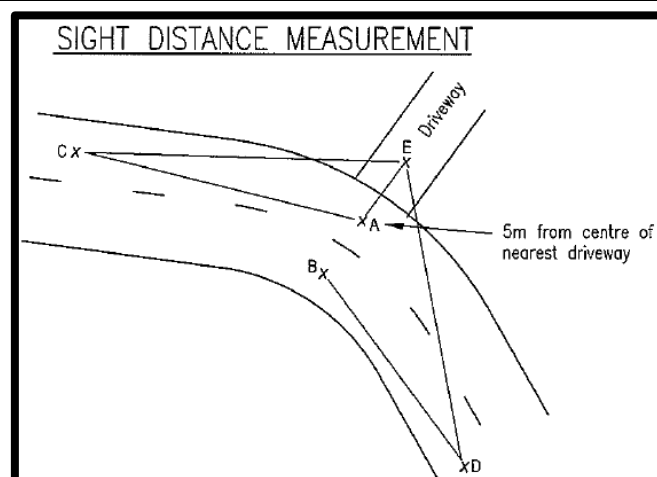
Table TRA 8. Minimum vehicle crossing sight distances

Posted Speed Limit (km/hr)	Minimum sight distance (m)		
	Frontage Transport Corridor Classification		
	Access (incl. Low Volume)	Primary & Secondary Collector	Arterial & Regional
40	45	50	90
50	60	70	120
60	85	90	150
70	105	120	185
80	135	145	220
90	160	175	265
100	195	210	305

Compliance Standards:

1. Access road sight distances are calculated based upon Approach Sight Distance (ASD) with Reaction Time (RT) of 1.5 seconds.
2. Collector road sight distances are calculated based upon ASD with RT of 2 seconds.
3. Arterial and Regional road sight distances are calculated based upon Safe Intersection Sight Distance (SISD) with RT of 2 seconds.
4. There shall be lines of clear sight from the driver's eye height (1.15m above ground level) along the lines detailed below:

Lines AC and BD (see diagram below)	All vehicle crossings on all roads.
Lines EC and ED (no permanent obstructions, exclude parked vehicles which might obstruct these sight lines).	All vehicle crossings on arterial, collector and access roads.
Lines EC and ED (no obstructions, parked vehicles not excluded).	All vehicle crossings on regional roads.
Points C and D are established by measuring the sight distance from Table TRA 8 along the centre of the appropriate lane from points A and B. For practical purposes A and B can be taken as opposite the centre of the driveway.	



Appendix 2D. Performance Standards for Private Access

Private access shall be designed and constructed in accordance with Table TRA 9.

Table TRA 9. Private access requirements

Number of Residential Units	Maximum length	Minimum Legal Width (m)	Minimum Carriageway Width (m)			Footpath Width (m)	Maximum gradient
			Unsealed shoulder	Surfacing width	Total		
Urban							
2 - 4	50m	4.0	-	1 x 3.0	3.0 ¹	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder restricted to straight sections
5 - 8	100m	6.0	-	1 x 4.5	4.5	1 x 0.95	
Rural							
2	-	4.0	2 x 0.25	1 x 3.0	3.5 ¹	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder
3 - 5		6.0	2 x 0.25	1 x 4.0	4.5		
6 - 8		10.0	2 x 0.25	2 x 2.75	6.0		

Compliance Standards:

1. Where a public sewer pump station or fire hydrant is located within, or accessed via a private accessway, the minimum total carriageway width shall be 4.0m.
2. Where a private accessway contains public wastewater reticulation the legal width shall be increased by 1.11m.
3. Where a private accessway contains public water reticulation the legal width shall be increased by 0.6m.

Note:

1. The New Zealand Fire Service Firefighting Supplies Code of Practice SNZ PAS 4509:2008 and NZ Building Code C/AS1 contain guidance on an adequate access to water supply for firefighting purposes.

Appendix 3. Transport Network Hierarchy

Whangarei's roads have been classified into a hierarchy to define their purpose and expectation within the transport network. The hierarchy is two-tiered. The first tier is the One Network Road Classification, which aligns with the national system, and is shown on the Planning Maps. The second tier comprises regionally significant transport infrastructure as identified in the Regional Policy Statement for Northland 2016. The tiers overlap as some roads are classified under multiple tiers. A description of each category of the hierarchy is set out in Table TRA 12.

Table TRA 12. Transport network hierarchy

Classification	Expectation
<i>Tier 1: One Network Road Classifications</i>	
National (High Volume)	Roads that make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports and have high volumes of heavy commercial vehicles or general traffic.
Regional	Regional roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports or airports. They are also major connectors between regions and in urban areas may have substantial passenger transport movements.
Arterial	Arterial roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas, they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road.
Primary Collector	Primary Collectors are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road.
Secondary Collector	Secondary Collectors are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area.
Access	Access includes all other roads. Low volume roads within this category will fall into the low volume subset.
Access (Low Volume)	Access (Low Volumes) are all other roads classed as low volume.
<i>Tier 2: Regionally Significant</i>	
Strategic Tourist Routes	The tourism routes support tourist related transport users in the District. Tourism routes should positively add to visitors' impressions of the District. Rest areas and amenities are important on Tourism Routes.
Strategic Freight Routes	Freight routes support freight movements into and out of the District. Two freight carriers that are of particular significance to the District are forestry and dairy. Freight routes will continue to support significant amounts of heavy transport while considering impacts on surrounding established and planned settlements.
National Cycleway	These areas generally represent the most significant concentrations of population within Whangarei and would therefore benefit the most from a strategic approach to creating and enhancing local networks for recreational and commuting use. Additionally, the national cycleway connects wider areas of the District and Region.

Appendix 4. Strategic Road Protection Areas

Table TRA 13 contains details of the strategic road protection areas shown on the Planning Maps.

Table TRA 13. Strategic Road Protection Areas

Road Name	Location		Strategic Road Protection Area (metres)	
	Start	Finish	Direction	
Dent St	Bank St	Rathbone St		3 SW
Dent St	Rathbone St	Walton St	2 NE	5 SW
Dent St	Walton St	Reyburn St	4 NE	3 SW
Hatea Drive	All		12.5 from centre	
Kamo Rd	Bank St	40m from Bank St	3 W	
Kamo Rd	Kensington Ave	60m S of McClintock St	2 W	3 E
Kamo Rd	60m S of McClintock St	Western Hills Dr	2 W	5.4 E
Kamo Rd	Western Hills Dr	Burling Ave		5E
Kamo Rd	Burling Ave	70m S of Adams Pl		2 E
Kamo Rd	Whau Valley Rd	550m N of Whau Valley Rd	1.6 W	
Kiripaka Rd	Waiaatawa Rd	Corks Rd	12.5 from centre	
Maunu Rd	Water St Intersection with Central Ave and Walton St	SH 1N	3 S	2 N
Mill Rd	Nixon St	Whareora Rd	2.5 W	2.5 E
Okara Drive	Commerce St	Port Rd	11 from centre	
Rathbone St	Robert St	Dent St		3 SE
Tarewa Rd	Porowini Ave	Otaika Rd	11 from centre	
Waiaatawa Rd	Whareora Rd	Kiripaka Rd	12.5 from centre	
Walton St	Bank St	Dent St		4 E

Compliance Standards:

1. "x from centre" refers to a distance taken from the centre of the existing legal road. The legal road width varies in these locations and it is not practical to define Strategic Road Protection Areas from the existing edge of the legal road.
2. All other Strategic Road Protection Areas are expressed as the distance from the frontage of allotments.

Note:

1. Abbreviations for *directions*:

N = north	NE = north-east
S = south	SW = south-west
E = east	SE = south-east
W = west	NW = north-west

Earthworks (EARTH)

Overview

Whangarei District has varied geology, soil type and ground water levels. This combined with variable climatic conditions creates a risk of natural hazards of land instability. Generally, where there are steep slopes, little vegetation and high rainfall, land is likely to be subject to erosion and movement. Some land formations, including caves and sinkholes, are inherently unstable and constitute a major hazard.

Land suitability issues can be created or exacerbated by inappropriate earthworks. Earthworks are a necessary part of subdivision and development, but need to be managed to ensure that the risk of natural hazards and instability are avoided, remedied or mitigated.

The Earthworks Chapter manages earthworks associated with subdivision to ensure that sites are suitable for development and hazards are managed. In addition to the District Plan, consent may also be required for earthworks under the Regional Plan.

Objectives

EARTH-O1 – Land Instability	Minimise the risk of land instability and manage compaction.
------------------------------------	--

Policies

EARTH-P1 – Adverse Effects	To avoid where practicable, or otherwise remedy or mitigate, adverse effects associated with land instability and compaction by managing subdivision design and layout.
EARTH-P2 – Risk	To design subdivision to minimise potential risks to people, property and the environment.

Rules

EARTH-R1	An activity not otherwise listed in this chapter
All Zones	Activity Status: P
	Where:
	1. The activity is permitted under all relevant EARTH, Overlay, District Wide and Zone rules.

Earthworks (EARTH)

EARTH-R2	Subdivision	
<p>All Zones</p>	<p>Activity Status: RD</p> <p>Where:</p> <ol style="list-style-type: none"> Earthworks do not: <ol style="list-style-type: none"> Change the natural range of water levels or the natural eco-system of flora and fauna in any indigenous wetland. Occur within a Site of Significance to Maori or within 10m of any archaeological site. A 100m² building area for a residential unit is identified within each allotment. Access to the identified building area is identified within each allotment. <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> The potential increased risk of instability based on the location, layout and design of the subdivision. The potential effects and management of vegetation clearance, excavation or fill and disposal of stormwater or wastewater. The likelihood of a hazard arising from an unstable land event and the likely extent of any damage. Any exacerbation of an existing land instability hazard or creation of a new land instability hazard and possible effects on public health and safety and other property. The proposed use of, necessity for and design of hard engineering solutions for land instability hazards. The ability to design, construct and maintain future buildings, structures and access so that they are resilient to land instability hazards. The adequacy of the site suitability report and any recommendations. <p><i>Note:</i></p> <ol style="list-style-type: none"> <i>Acceptable means of compliance for the scale and design of earthworks is contained within the Whangarei District Council Environmental Engineering Standards.</i> 	<p>Activity Status when compliance not achieved: D</p>

Rule Requirements

EARTH-REQ1 Information Requirement

All Zones

1. Any application under EARTH-R2 shall:
 - a. Provide a site suitability report prepared by an Independent Qualified Person to certify that
 - b. a 100m² building area within each allotment is suitable to construct a residential unit, either:
 - i. in accordance with NZS 3604/2011; or
 - ii. with specific engineering design foundations.
 - c. Identify on the scheme plan the building area certified in EARTH-REQ1.1(a) and access certified in EARTH-REQ1.1(d)
 - d. Access to the certified building area within each allotment is suitable to construct.
2. A site suitability report certifying EARTH-REQ1.1(a)(i) shall include the following:
 - a. Details of a walk-over inspection of the site and surrounding land.
 - b. Assessment of aerial photographs taken at various times to provide insight into the local geomorphology and evidence of any previous instability.
 - c. Review of geological data (e.g. maps, bulletins, etc.).
 - d. Assessment of local information about stability/instability of the ground.
 - e. Assessment of existing data about the soil and rock profile. Where no data exists, subsurface investigations are required.
 - f. Examination of the soil profile to confirm that the soil is in-situ and not colluvium (slide debris).
 - g. Examination of the existing survey records for evidence of movement (slippage or erosion).
 - h. An opinion stated by an Independent Qualified Person as to the suitability of the land for development (including an assessment of the effects of development such as excavation, filling, removal of vegetation, stormwater or effluent wastewater into or over the area).
 - i. Definite conclusions and recommendations on any development restrictions.
3. A site suitability report certifying EARTH-REQ1.1(a)(ii) shall include the following:
 - a. Topographic survey (if not already available) or slope profiles.
 - b. A description of the geology and geomorphology of the area, including comment on the areas surrounding the proposed subdivision.
 - c. Definition of the nature and continuity of the strata over the whole area of land which is proposed to be developed (buildings, access and services) and to a depth below which slipping is most unlikely, by means of test pit and/or drilling and/or augering (unless existing exposures are adequate).
 - d. Assessment of the relative strength and the sensitivity of the soil in each stratum in which, or interface on which, sliding is practicable.
 - e. Assessment of likely groundwater levels and piezometric pressures in the strata during extreme infiltration conditions.
 - f. The geo-professional's opinion as to the stability and suitability of the land for development, including the stability of the whole slope (upon which the site may only form a part of) and the effects of the development (such as excavation, filling, removal of vegetation, disposal of stormwater or effluent waste water into or over the area) on the whole slope.
 - g. Definite conclusions and recommendations on any development restrictions, specifically addressing section 106 of the Resource Management Act.

Overview

Artificial lighting enables a variety of activities to occur beyond daylight hours. Lighting is provided to illuminate work areas, and provide for recreational and entertainment activities such as sporting events. Artificial lighting is also important to maintain security and support the safe use of areas after dark. Lighting infrastructure, such as street lighting, is necessary for traffic safety and efficiency, and the well-being of people and communities. Unless appropriately managed, lighting can adversely impact on other properties due to light spill and glare. If lighting is not screened or appropriately angled, it can also result in 'light pollution' which can adversely affect the ability to view the night sky.

The artificial lighting provisions in this chapter both control and require artificial lighting in order to support the health and safety of people and to ensure that lighting levels are compatible with the existing lighting character of the surrounding environment and that the amenity of the night sky is preserved.

Measurement of artificial lighting can be undertaken both in relation to light spill and in terms of glare. Light spill is generally measured using lighting lux levels where glare can be measured in intensity (candelas) or candelas per square metre (against a surrounding background darkness).

Objectives

NL-O1 – Provision of Lighting	Artificial lighting is provided to enable activities to occur outside of daylight hours and support the health, safety and security of people, communities, and their property.
NL-O2 – Adverse Effects	Artificial lighting maintains and where appropriate enhances the amenity and character of the surrounding environment while avoiding and mitigating adverse effects associated with light spill and glare.
NL-O3 – Lighting Infrastructure	The subdivision and development of land provides artificial lighting infrastructure, to support the safety of people and property and maintain public pedestrian and traffic safety.

Policies

NL-P1– Amenity and Character	To maintain and where appropriate enhance the amenity and character of each Zone by controlling the intensity, location and direction of artificial lighting.
NL-P2– Health and Safety	To enable the use of artificial lighting where it is required for health and safety reasons, traffic and pedestrian safety or navigational purposes.
NL-P3 – Mineral Extraction	To provide for the use of artificial lighting where it is required as a functional or operational component of mineral extraction activities, while ensuring any adverse effects of the artificial lighting are minimised.
NL-P4 - Security	To enable safe and efficient use of areas which will be accessed by the general public after daylight hours by requiring artificial lighting to be provided when developing or redeveloping these areas.

Lighting (NL)

NL-P5 - Road Network

To support the safe and efficient use of the roading and pedestrian network while maintaining the character and amenity of the surrounding environment by requiring street lighting to be provided at the time of subdivision.

Rules

NL-R1

An Activity Not Otherwise Listed in this Chapter

Activity Status: P (Permitted)

Where:

1. All relevant NL rules are complied with.
2. The activity is permitted under all relevant, Zone, Overlay and District Wide rules.

NL-R2

Any Artificial Lighting

Activity Status: P

Where:

1. The artificial lighting must be shielded so that light emitted by the luminaire is projected below a horizontal plane running through the lowest point on the fixture as represented in NL Appendix Illustration of District Wide Lighting Standard.
2. The light is static and is not moving and/or flashing.
3. Artificial lighting is located in the Active Sport and Recreation and Open Space Zones and it complies with AS/NZS 1158 series of standards.
4. The added illuminance onto any other site measured at the boundary does not exceed the following limits:
 - a. All Zones (excluding the Active Sport and Recreation and Open Space Zones):
 - i. Artificial lighting measured at the receiving allotment boundary within the road reserve – 15 Lux.
 - ii. Artificial lighting measured at the receiving allotment boundary within all other zones – 10 Lux.
 - b. Active Sport and Recreation and Open Space Zones:
 - i. Artificial lighting measured at the receiving site boundary within the road reserve – 15 Lux.

Activity Status when compliance not achieved: RD (Restricted Discretionary)

Matters of discretion:

1. The effects of artificial lighting and glare on the amenity values and the character of the zone or surrounding environment.
2. The effects of lighting on traffic safety.

Lighting (NL)

- ii. Artificial Lighting measured at the receiving allotment boundary with the residential, conservation, rural living, rural village residential and rural (urban expansion) – 10 Lux.
- iii. Artificial lighting measured at the receiving site boundary with all other zones – 20 Lux.
- 5. The activity complies with REQ-01.

Note: The limits identified do not apply to internal allotment boundaries where multiple allotments are held in the same ownership.

NL-R3	Any Artificial Road Lighting	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Erected by a road controlling authority (or their authorised representative(s)); 2. For the purpose of traffic control or public safety; 3. Located within the legal road reserve; and 4. Complies with the AS/NZS 1158 series of standards. <p><i>Note: Road lighting includes street lighting and illuminated traffic signals.</i></p>	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. The effects of artificial lighting and glare on the amenity values and the character of the zone or surrounding environment. 2. The effects of lighting on traffic safety.

NL-R4	Any Health and Safety or Navigational Artificial Lighting	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Any artificial lighting shall be limited to that which is required to meet the relevant health and safety standards and shall comply with the requirements of the relevant standards or legislation. 2. Artificial lighting which is a navigational aid or installation shall be erected/ constructed by the relevant authority (or their authorised representative(s)) and operated in accordance with the relevant legislation. <p><i>Note: Navigational aids may be provided by but are not limited to the following authorities: Maritime New Zealand, Civil Aviation Authority, a Regional Council or a District Council.</i></p>	<p>Activity Status when compliance not achieved: D (Discretionary)</p>

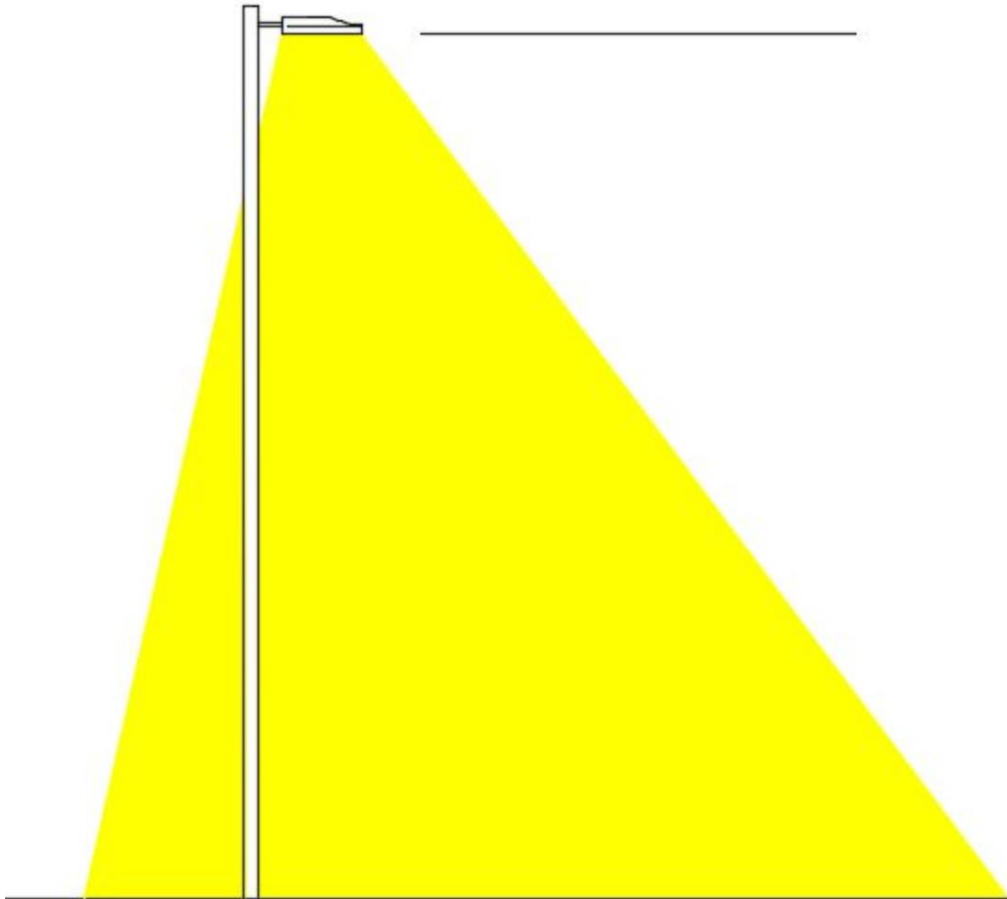
Lighting (NL)

NL-R5	Any Artificial Lighting for Mineral Extraction Activities	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Artificial lighting on vehicles associated with mineral extraction and related activities where the vehicles are located within an identified Mineral Extraction Area (as identified in the Planning Maps and in MEA Appendix 1 Schedule of Mineral Extraction Areas). 	<p>Activity Status when compliance not achieved: D</p>

NL-REQ1	Lighting Measurement
	<ol style="list-style-type: none"> 1. Unless specified otherwise, lighting shall be measured by calculation with an acceptable proprietary lighting design program which details the direct, horizontal and vertical plane illuminance with a maintenance factor set at 1.0, at any point and height of an adjacent property boundary. 2. The light intensity shall be measured by calculation with an acceptable proprietary lighting design program at a height of 1.5 metres at any point on the adjacent property boundary. 3. Road lighting and lighting for parks, reserves, publicly accessible/used areas and pedestrian areas shall be calculated in accordance with the methods described in the AS/NZS 1158 series of standards as listed in REF.1 Referenced Documents at REF.1.2 a. or at Council's discretion compliance shall be certified in a statement by a suitably qualified and experienced professional (e.g. Chartered Professional Engineer or Independently Qualified Person). 4. For illuminated signage, the maximum sign brightness shall be measured by calculation or certified statement by a suitably qualified and experienced professional (e.g. Chartered Professional Engineer or Independently Qualified Person). <p><i>Note: Measurement of the final installation may be required in order to ensure compliance.</i></p>

NL Appendix Illustration of District Wide Lighting Standard

ARTIFICIAL LIGHTING: ALL LIGHT EMISSIONS ARE SHIELDED
TO PROJECT BELOW THE HORIZONTAL PLANE RUNNING
THROUGH THE LOWEST LEVEL OF THE LUMINAIRE



Overview

Signs play an important role in communication and may be used to identify places, provide information about community facilities and services, convey important health and safety messages and control and direct traffic. Signs also enable businesses to advertise goods and services which is important in supporting the social and economic wellbeing of the District.

The importance of the role of signs needs to be balanced against the impact that excessive, poorly designed or inappropriately located signs can have, particularly on the safety of traffic and the amenity values of an area.

It is appropriate that some signs be allowed in order to support the communication of important information and enable the identification of facilities, directions and goods and services. However, controls on the number, size and location of signage are also required in order to ensure that the amenity values of the various Zones within the District are maintained and so that signs do not compromise traffic safety and/or the legibility of certain areas.

Illumination of signage is increasingly used within the Whangarei District and may be associated with businesses or advertising. Illuminated signage is generally considered an effective method of advertising and attracting business due to its predominance against a dark background. Illuminated signage has the potential to impact on the amenity of surrounding environment due to the 'brightness' of the signage in contrast to the environment in which it is located. Illuminated signage may also conflict with traffic safety by distracting the motorist's attention from the road.

The District Plan controls apply to permanent signage where it is located on private land, public spaces such as parks and reserves and other civic spaces and within the road, including footpaths and verandah of buildings. Temporary signage, which can be seen from public areas and the road, such as electoral signage, real estate signage and temporary event signage is controlled through Council Bylaws. It is important to note that permanent signs located on or over roads, footpaths and public places are also subject to standard construction requirements for public safety purposes as specified in the Council Bylaw. Signs may also be subject to landowner approval and to requirements imposed by the road controlling authority under the Land Transport Act 1998.

Objectives

SI-O1– Provision for signs	<p>Signage is provided for across a range of Zones where:</p> <ol style="list-style-type: none"> It maintains or where appropriate enhances the character and amenity of the surrounding Zone; It does not adversely impact heritage values, traffic and pedestrian safety, or impede the efficient use of infrastructure; and It is provided in a manner which is efficient, legible and functional.
SI-O2– Illuminated signs	<p>Illuminated signage is provided for where it contributes to the social, cultural and economic wellbeing of the District in a manner:</p> <ol style="list-style-type: none"> Which maintains or enhances the amenity and character of the surrounding environment; and Avoids or mitigates adverse effects on traffic safety, heritage values, amenity and the health and safety of people.

Signs (SI)

Policies	
SI-P1 – Scale and Intensity	<p>To provide for signage across a range of Zones at a scale and intensity which ensures that the signage maintains the character and amenity of these Zones and traffic safety within these Zones by:</p> <ol style="list-style-type: none"> Requiring signage to relate to the goods or services available on site; Limiting the size, location and design of signage; Providing for a greater intensity of signage in Zones with lower visual amenity values and where effects on traffic safety can be safely mitigated; and Requiring the consideration of cumulative effects of signage, taking into account whether the signage in conjunction with existing signs will create visual clutter or other adverse cumulative effects on amenity values or traffic safety.
SI-P2 – Built heritage	<p>To avoid adverse effects of signage on scheduled built heritage items or within their surroundings by:</p> <ol style="list-style-type: none"> Restricting unnecessary, unsympathetic, large-scale or inappropriate signage; and Avoiding signs that will damage, dominate, obscure or detract from the built heritage item or surrounds.
SI-P3 Health and Safety Signs	To provide for signage required to protect the health and safety of the community and enable navigation.
SI-P4 Traffic Safety Signs	<p>To manage signs visible from road corridors, including the State Highway, to maintain traffic safety by:</p> <ol style="list-style-type: none"> Providing for road signs associated with road safety where they are designed and erected by the relevant authorities for the purpose of traffic control or public safety; and Controlling the location, size and design of signage visible from the road corridor.
SI-P5 Community Signs	<p>To provide for permanent community signage where:</p> <ol style="list-style-type: none"> It clearly displays the location of public facilities, place-names and their distances, destinations of historical, cultural, spiritual, sporting, or scenic significance. It does not result in significant adverse effects including cumulative effects on the character and amenity of the Zone in which it is located.
SI-P6 - Shared Location	To encourage the shared location of signage, such as community, directional and commercial signage, where it is located beyond the site or activity to which it relates.
SI-P7 – Illuminated Signage (Amenity and Character)	<p>To require illuminated signage to maintain the amenity and character of the Zone, and Areas in which it is located by:</p> <ol style="list-style-type: none"> Limiting the use of Illuminated signage in Zones where amenity values are higher and the background lighting levels are generally lower; Controlling the location and brightness of illuminated signage in the City Centre, Mixed Use, Commercial, Shopping Centre, Light Industry, Heavy Industry, Local Commercial and Sport and Active Recreation Zones.
SI-P8 – Illuminated Signage (Traffic Safety)	To require illuminated signage to be located and designed to manage the potential for adverse effects on traffic safety.

Signs (SI)

Rules	
SI-R1	<p>An Activity Not Otherwise Listed in this Chapter</p> <p>Activity Status: P (Permitted)</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All relevant SI rules are complied with. 2. The activity is otherwise permitted under all relevant Overlays and District Wide rules. <p><i>Note - All temporary signs located on vehicles, within the legal road boundary, or on road verges, road reserves or on private land where they are visible from an adjoining or adjacent property(s) and roads are regulated by Council Bylaws.</i></p> <p><i>Note -Signage content (such as offensive messages) whether temporary or permanent and located on vehicles, within the legal road boundary, or on road verges, road reserves or on private land where they are visible from an adjoining or adjacent property(s) are regulated by Council Bylaws and may also be subject to the provisions of SI.</i></p>

SI-R2	<p>Any Sign Visible from Beyond the Site on which it is Located</p> <p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The Sign(s): <ol style="list-style-type: none"> a. Do not obscure any official sign(s) or traffic sign(s) or signals. b. Are visible from a road which has a speed limit of 70kph or greater, shall be located so as to provide an unrestricted view to the motorist for a minimum distance of 250m. c. Relate to good and services available on the site or be a property naming sign or number. d. Comply with the relevant height in relation to boundary setback when located on a site adjacent to a Residential Zone or Open Space Zone. 	<p>Activity Status when compliance not achieved: RD (Restricted Discretionary)</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent
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Signs (SI)

SI-R3	Any Sign in Residential, Marsden Primary Centre-Town Centre South, Rural Village Residential and Rural (Urban Expansion) Zones	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. There is no more than one sign per site. 2. The height of the sign does exceed 2m (applicable to freestanding or signs affixed to a structure or building). 3. The area of the sign does not exceed 1m². 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent
SI-R4	Any Sign in Rural Production and Rural Living Zones	
	<p>Activity Status: P (Permitted)</p> <p>Where:</p> <ol style="list-style-type: none"> 1. There is no more than one sign per site. 2. The height of the sign does not exceed 3m (applicable to freestanding or signs affixed to a structure or building). 3. The area of the sign does not exceed 3m². 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent
SI-R5	Any Sign within Open Space and Conservation Zones	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. There are no more than three signs per site; and 2. The height of the sign(s) does not exceed 3m (applicable to freestanding or signs affixed to a structure or building); and 3. The area of the sign(s) does not exceed 3m²; or 4. The sign(s) are in accordance with an approved Reserve Management Plan, authorised under the Reserves Act 1977. 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent

Signs (SI)

SI-R6	Any Sign in the Waterfront Zone
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. There is no more than three signs per site. 2. The height of sign(s) does not exceed 2m (applicable to freestanding or signs affixed to a structure or building). 3. The area of the sign does not exceed 3m². 4. Each individual sign is no larger than 1m² and the total area of all signs is no greater than 3m².
	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent
SI-R7	Any Sign in the Airport Zone
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. There is no more than two signs per site. 2. The height of the sign(s) does not exceed 2m where sign(s) are freestanding and where sign(s) are affixed to a building they do not exceed the height of the building to which the sign is attached. 3. On a site with a frontage less than 25m, the area of the signage does not exceed 2.5m². 4. On a site with a frontage greater than 25m, the area of the signage does not exceed 0.1m² per metre of frontage to a maximum of 6m².
	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent
SI-R8	Any Sign within the Ruakaka Equine Zone
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Signs visible from beyond the zone only relate to the goods and services available within the REZ, equine activities or information related to the management of the REZ.
	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent

Signs (SI)

SI-R9	Any Sign within the City Centre, Commercial, Neighbourhood Commercial, Shopping Centre, Light Industry and Active Sport and Recreation, Rural Village Industry Zone Mixed Use, Local Commercial and Rural Village Centre Zones
<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. There is no more than five signs per site (excluding directional signs). 2. Of the five sign(s): <ol style="list-style-type: none"> a. A maximum of one shared freestanding sign may be permitted where more than one establishment on a rear site shares an accessway. <p>OR</p> <p>One freestanding sign shall be permitted per road frontage where a single establishment occupies a site (if the site has two frontages the signs shall have a separation distance of 25m). The height of the freestanding sign does not exceed 8.5 in height (except within the City Centre Zone, where the height does not exceed 4m).</p> b. The following controls are met: <ol style="list-style-type: none"> i. A maximum of one sign may be located on the verandah fascia and one sign may be attached beneath the verandah; ii. The combined area of these signs shall be no more than 2.5m²; iii. The sign(s) are located no less than 2.4m above the footpath; iv. The sign(s) are setback 600mm horizontally from a vertical line taken from the road kerb; v. The sign(s) are no more than 900mm in depth or protrude more than 200mm from the fascia; and vi. Where the sign is located under the verandah it shall be at right angles to the fascia line. 3. On a site with a frontage of less than 25m, the total signage area does not exceed 3m². 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent

Signs (SI)

OR

4. On a site with a frontage greater than 25m:
 - a. The total signage area does not exceed 0.12m² per metre of frontage up to a maximum area of 6m²;
 - b. No single sign has an area greater than 3m²; and
 - c. Where affixed to a building the height of the sign(s) does not exceed the height of the building or structure.
5. Directional signs shall not exceed 0.5m² in area and shall not exceed 0.9m in height and the signage content shall be for directional purposes only.

SI-R10	Any Sign within the Heavy Industry, Marsden Primary Centre Industry Zones, Port and Strategic Rural Industry Zones	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Signs are affixed to a building, the height of the sign(s) does not exceed the building height. 2. Any freestanding sign does not exceed 9m in height. 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent
SI-R11	Any Sign for a Service Station, Grocery Store or Drive Through Facility	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The service station, supermarket or drive through facility is a permitted activity within the relevant Zone. 2. Verandah signs located on the verandah fascia, within the site boundaries, do not have a combined area greater than 2.5m². 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values

Signs (SI)

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| <ol style="list-style-type: none"> 3. There is no more than one freestanding sign per road frontage where a single establishment occupies a site (if the site has two frontages the signs shall have a separation distance of 25m). 4. The freestanding sign does not exceed 9m in height (including supporting structure) 3.5m in width and have an area not exceeding 19.8m². 5. One pricing sign or promotional sign is permitted per street frontage where it complies with the following controls: <ol style="list-style-type: none"> a. Pricing signs shall not exceed a height of 3.2m, and be no greater than 1.4m in width, and have an area which does not exceed 4m². The signs leading edge shall contain no graphics and symbols or has a depth greater than 0.3m. b. Promotional signs shall not exceed a maximum height of 2m, and be no greater than 1.2m in width, and not exceed 2.2m² in area, provided the sign's leading edge contains no graphics and symbols or has a depth no greater than 0.3m. 6. Directional signs do not exceed 0.5m² in area and shall not exceed 0.9m in height and the signage content shall be for directional purposes only. | <ol style="list-style-type: none"> 6. Cumulative effects 7. Duration of consent |
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SI-R12	Any Health and Safety Sign	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All signs, including illuminated signs required for health and safety or navigational purposes in all Zones where it meets one of the following controls: <ol style="list-style-type: none"> a. The sign(s) is required for the purpose of public health and safety. b. The sign(s) relates to the identification of risks associated with natural or man-made hazards. c. The sign(s) are required by statute. <p><i>Note: Examples of signs required for health and safety purposes include but are not</i></p>	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity 2. Scale, location and design 3. Lighting and traffic safety 4. Impacts on landscape values and natural character 5. Impacts on cultural and heritage values 6. Cumulative effects 7. Duration of consent

Signs (SI)

limited to: navigational aids, health and safety or identification signs associated with transmission lines, signs associated with hazardous substances or hazardous facilities.

SI-R13	Any Road Sign	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> Signs located within the Road (and on state highways) meet the following controls: <ol style="list-style-type: none"> Be erected by a road controlling authority (or their authorised representative(s)); and Be for the purpose of traffic control, direction or public safety; and Be located within the legal road reserve; and Comply with the AS/NZS 1158 series of standards. <p><i>Note: Signage erected in the road reserve and areas subject to the control of the roading authority may also be subject to requirements imposed by the road controlling authority under the Land Transport Act 1998.</i></p>	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> Visual amenity Scale, location and design Lighting and traffic safety Impacts on landscape values and natural character Impacts on cultural and heritage values Cumulative effects Duration of consent
SI-R14	Any Community Sign	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> The sign(s) comply with the signage controls for the relevant Zone. The sign(s) is not illuminated, flashing or animated. The signs relate to non-commercial events or activities only and do not have variable content. The sign is located within the road or any public place, the following controls are met: <ol style="list-style-type: none"> No more than one community sign is permitted per site frontage to the road. 	<p>Activity Status when compliance not achieved: RD</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> Visual amenity Scale, location and design Lighting and traffic safety Impacts on landscape values and natural character Impacts on cultural and heritage values Cumulative effects Duration of consent

Signs (SI)

- b. The total display area shall comply with the permitted activity sign rules for the adjoining Zone.
- c. The sign is not within a vehicular carriageway, shared path, cycleway or footpath.

Note: Signs located on or over roads, footpaths and public places are also subject to standard construction requirements for public safety purposes as specified in the Council Bylaw. Signs may also be subject to landowner approval and subject to requirements imposed by the road controlling authority under the Land Transport Act 1998.

SI-R15	Any sign on a scheduled built heritage item or within its surrounds	
	<p>Activity Status: P</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The sign: <ol style="list-style-type: none"> a. Provides information directly related to the item's heritage value. b. Will not damage the built heritage items or surrounds. c. Does not contain illuminated, flashing or moving elements. d. Is not visible from beyond the site on which the sign is located including adjoining or adjacent properties or the road. 2. Total signage does not exceed an area of 0.25m² in Residential Zones. 3. Total signage does not exceed an area of 2.5m² in Business Zones. 4. Total signage does not exceed an area of 1.5m² in all other Zones. 	<p>Activity Status when compliance not achieved: D (Discretionary)</p>

Signs (SI)

SI-R16 Any Illuminated Sign

Activity Status: RD

Where:

1. The sign is located within the following zones:
 - a. City Centre
 - b. Mixed Use
 - c. Commercial
 - d. Shopping Centre
 - e. Local Commercial
 - f. Light Industry
 - g. Heavy Industry
 - h. Sport and Active Recreation
 - i. Port
 - j. Marsden Primary Centre – Town Centre South and Industry
 - k. Strategic Rural Industry
 - l. Rural Village Industry
 - m. Rural Village Centre
2. The sign complies with the signage controls for the Zone in which the sign is located.
3. The sign is not animated, moving, flashing or contain a moving image(s) or wording.
4. The sign is not located within 20m of any road intersection.
5. The illuminated sign(s) shall comply with the brightness standards in the table below.

Illuminated Signage Brightness Limits	
Illuminated area of the sign (m ²)	Maximum level of brightness (measured in candelas)
Up to 0.5	1000
0.5-2.0	800
2.0 -5.0	600
5.0-10.0	600
Over 10.0	400

Matters of discretion:

1. The effects of the illuminated sign, specifically light spill and glare, on the amenity values and character of the surrounding Zone(s).
2. Scale, location and hours of operation/duration of illumination.
3. The effects of illumination/animation on traffic safety and the efficient and safe function of the roading network.
4. Duration of consent.
5. Cumulative effects.

Activity Status when compliance not achieved: D

Signs (SI)

SI-R17	Any Illuminated Sign Activity Status: D (Discretionary) Where: 1. The sign is located within the following zones: <ol style="list-style-type: none"> Residential Neighbourhood Commercial Open Space Conservation Waterfront Marsden Primary Centre-Town Centre South Airport Ruakaka Equine Rural Production Rural Living Rural Village Residential Rural Urban Expansion
SI-R18	Sign Parks Activity Status: D <i>Note: Signs proposed to be displayed within legally established sign parks may require the approval of the Chief Executive Officer or delegate and may also require payment of a fee in accordance with Council's current Fees and Charges schedule.</i>

Definitions

Definition Groupings

Industrial Activities

Industrial Activities
means an activity for the primary purpose of:

- a) manufacturing, fabricating, processing, packing, storing, maintaining, or repairing goods; or
- b) research laboratories used for scientific, industrial or medical research; or
- c) yard-based storage, distribution and logistics activities; or
- d) any training facilities for any of the above activities.

General Industry

means any industry activity which is not manufacturing and storage, repair and maintenance services, artisan industrial activities, marine industry, waste management facilities or a landfill.

Manufacturing and storage

Activities involving:

- a) Making items by physical labour or machinery.
- b) Facilities used for the receipt, storage, handling and distribution of materials, articles or goods destined for a retail outlet, trader or manufacturer.
- c) Business that provides facilities to the public for storing possessions.
- d) Facility used for receiving, despatching or consolidating goods in transit by road, rail, air or sea.

Includes:

- a) assembly of items.
- b) direct collection of materials;
- c) articles or goods by traders;
- d) carriers' depots;
- e) courier services;
- f) mail distribution centres; and
- g) trucking depots.

Excludes:

- a) retail;
- b) service stations;
- c) composting plants; and
- d) refuse transfer stations.

Repair and maintenance services

Servicing, testing or repairing vessels, vehicles or machinery. Includes:

- a) articles or goods by traders.
- b) automotive mechanics;
- c) panel beating; and
- d) devanning, storage and testing of LPG cylinders.

Artisan industrial activities

means manufacture, repair, storage or maintenance associated with production of art, crafts or specialist foodstuffs.

Marine industry

means manufacture, repair, storage or maintenance associated with production or processing of boats, accessory goods or seafood.

Waste management facility

Facility used for receiving waste for transfer, treatment, disposal, or temporary storage. Includes:

- a) refuse transfer stations;
- b) and recycling.

Excludes landfills.

Landfill

means the use, or the previous use, of land for the primary purpose of the disposal of waste.

Definitions

Community Activities	
Community Activities <i>means the use of land and buildings for recreational, sporting, cultural, religious, educational or similar community and well-being purposes. Community activities may involve trading in goods, equipment or services, but are exempt from the Commercial Activities definition and rules relating to Commercial Activities.</i>	Place of Assembly <i>means facilities for the wellbeing of the community, generally on a not for profit basis. Includes:</i> <ul style="list-style-type: none"> a) Arts and cultural centres (including art galleries and museums); b) Places of worship; c) Community centres; d) Halls; e) Libraries; f) Marae; g) Citizens advice bureaux; h) Justice facilities; and i) Visitor information centres. <i>Excludes:</i> <ul style="list-style-type: none"> a) Entertainment facilities; and b) Care centres.
	Recreational Facilities <i>means a facility where the primary purpose is to provide for sport and recreation activities. Includes:</i> <ul style="list-style-type: none"> a) Recreation centres b) Aquatic facilities, swimming pools, both indoor and outdoor; c) Fitness centres and gymnasiums; and d) Indoor sports centres.
	Emergency Services
	Care Centre <i>means a facility used for any one or more of the following:</i> <ul style="list-style-type: none"> a) Children, in addition to the children of the person in charge, aged six years or younger are educated and cared for, and includes: childcare centres, crèches, kindergartens, kōhanga reo, playcentres and play groups; b) Early childhood learning services; c) Children, in addition to the children of the person in charge, aged five years or older and are cared for out of school hours; d) Elderly people are cared for during the day; and e) People with disabilities (including mental health, addiction, illness or intellectual disabilities) are cared for during the day. <i>Excludes:</i> <ul style="list-style-type: none"> a) Supported residential care. b) Care provided by family members within a residential activity.
	Educational Facilities <ul style="list-style-type: none"> a) means the use of land or building for the primary purpose of regular teaching or training in accordance with a pre-set syllabus by suitably qualified or experienced instructors; but b) does not include any industrial activity.
	Hospital <i>means any regionally significant infrastructure that provides for the medical, or surgical or psychiatric care and treatment of persons. Includes:</i> <ul style="list-style-type: none"> a) Accessory offices; b) Accessory retail including pharmacies, food and beverage, and florists; c) Accessory commercial services including banks and dry cleaners; d) Ambulance facilities and first aid training facilities; e) Conference facilities; f) Helicopter facilities;

Definitions

	g) Hospices; h) Hospital maintenance and service facilities, including kitchens and laundries; i) Medical research and testing; j) Mortuaries; k) Rehabilitation facilities; and l) Training.
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Commercial Activities		
Commercial Activities <i>means an activity with the primary purpose of trading in goods, equipment or services.</i>	Retail Activity <i>means land and/or buildings from which goods, merchandise, or equipment are sold, exposed, displayed or offered for sale or direct hire to the public.</i>	Motor Vehicle Sales <i>means the sale or hire of motor vehicles and caravans.</i>
		Garden Centres <i>means a shop for the sale of plants, trees or shrubs. Provided that the sale of the following is accessory to the sale of plants, trees or shrubs, it also includes the sale of:</i> <ul style="list-style-type: none"> a) Landscaping supplies b) Bark and compost c) Statues and ornamental garden features.
		Trade Suppliers <i>means a supplier in one or more of the categories below, engaged in sales to businesses and institutional customers but may also include sales to the general public:</i> <ul style="list-style-type: none"> a) Automotive suppliers; b) Building suppliers; c) Catering equipment suppliers; d) Farming and agricultural suppliers; e) Industrial clothing and safety equipment suppliers; f) Landscape suppliers; and g) Office furniture, equipment and systems suppliers.
		Marine Retail <i>means the sale or hire of boats, wholesale and retail sale of fish, and accessory goods and services.</i>
		Drive Through Facilities <i>means any part of any fast food or restaurant activity where the product is sold directly to the customer while in their vehicle.</i>
		Grocery Store <i>a self-service store selling mainly food, beverages and small household goods.</i>
		Hire Premise <i>means any facility used for the hiring of machinery and equipment. Includes:</i> <ul style="list-style-type: none"> a) Servicing and maintenance of hire equipment; and b) Storing hire equipment <i>Excludes: premises for the hire or loan of books video DVD and other similar entertainment items.</i>

Definitions

	<p>General Retail <i>means any retail activity which is not motor vehicle sales, garden centres, trade suppliers, marine retail drive through facilities, grocery stores or a hire premise.</i></p>
	<p>Commercial Services <i>means businesses that sell services rather than goods. For example: banks, real estate agents, travel agents, dry cleaners, health care facilities and hair dressers. Includes offices conducting activities within a building and focusing on business, government, professional, or financial services and includes the personal service elements of these activities offered to consumers or clients where visits by members of the public are accessory to the main use.</i></p>
	<p>Food and Beverage Activity <i>means activities where the primary business is selling food or beverages. Includes:</i></p> <ul style="list-style-type: none"> a) Restaurants and cafes; b) Food halls; and c) Takeaway food bars and bakeries. <p><i>Excludes retail shops; and grocery stores.</i></p>
	<p>Entertainment Facilities <i>Facility used for leisure or entertainment. Includes: nightclubs, theatres, cinemas and concert venues.</i></p>
	<p>Visitor Accommodation <i>means land and/or buildings used primarily for accommodating non-residents, subject to a tariff being paid.</i></p>
	<p>Service Stations</p>
	<p>Funeral Home <i>Facility used for holding funerals. Includes mortuary facilities and funeral chapels.</i></p>

Residential Activities	
<p>Residential activities <i>means the use of land and buildings by people for the primary purpose of living accommodation.</i></p>	<p>Supported Residential Care <i>means any facility used to provide accommodation and fulltime care for aged, or disabled people (including mental health, addiction, illness or intellectual disabilities). The facility must be certified under the Health and Disability Services (Safety) Act 2001 and comply with the Health and Disability Sector Standards 2001. Includes:</i></p> <ul style="list-style-type: none"> a) A rest home defined in section 58(4) of the Health and Disability Services (Safety) Act 2001; and b) Accessory nursing and medical care. c) A residential activity where care, including meal delivery service, is provided to the residents on-site. <p><i>Excludes:</i></p> <ul style="list-style-type: none"> a) Hospitals.
	<p>Residential Unit <i>means a building or part of a building that is used for a residential activity exclusively by one household, and must include sleeping, cooking, bathing and toilet facilities.</i></p>
	<p>Minor Residential Unit</p>

Definitions

Rural Production Activities	
Rural Production Activities	Farming
	Plantation forestry
	Intensive livestock farming
	Farm quarrying
	Seasonal activity

Other Definitions

Access Strip

has the same meaning as in section 2 of the RMA.

Active Frontage

means uses/buildings that have a visual connection with the street level (usually from a ground floor) and entrances from the street. It will involve a degree of clear glazing but does not need to be fully glazed. The design should imply to users on the street that there is proximity and interaction between them and people within buildings.

Allotment

means:

1.

a) Any parcel of land under the Land Transfer Act 1952 that is a continuous area and whose boundaries are shown separately on a survey plan, whether or not:

i. The subdivision shown on the survey plan has been allowed or subdivision approval has been granted, under another Act; or

ii. A subdivision consent for the subdivision shown on the survey plan has been granted under the Resource Management Act 1991; or

b) Any parcel of land or building, or part of a building, that is shown or identified separately:

i. On a survey plan; or

ii. On a licence within the meaning of Part I of the Companies Amendment Act 1964; or

c) Any unit on a unit plan; or

d) Any parcel of land not subject to the Land Transfer Act 1952.

Ancillary activity

means an activity that either provides support to, or is incidental and subsidiary to, the primary activity on the same site.

Annual Exceedance Probability (AEP)

The probability of exceedance of an event (generally a rainfall storm) within a period of one year. (1% AEP is equivalent to 1 in 100 year storm). Guidance on calculating AEP can be found in the Whangarei District Council Engineering Standards.

Bicycle Parking Spaces

means parking spaces available for bicycle parking which enable a cyclist to manoeuvre and attach a bicycle to each stand/space. Short stay spaces shall be clearly visible or signposted and located within 30m of public entrances to the activity. Long stay spaces shall be undercover, protected from inclement weather and secure from theft.

Definitions

Blank Wall

means a wall or side of a building that has no glazing, architectural detail, landscaping or artwork to enhance appearance adjacent roadways or pedestrian environments.

Boundary

means the legal perimeter of a site.:

Boundary Adjustment

means a subdivision that alters the existing boundary between adjoining sites, without altering the number of sites.

Boundary Relocation

means a subdivision in the RPZ that relocates an existing boundary between adjacent allotments where a separate computer freehold register (record of title as per Land Transfer Act 2017) has been issued, without:

- a) Altering the number of allotments.
- b) Cancelling existing amalgamation conditions.
- c) Creating additional capacity to further subdivide as a controlled activity in accordance with the relevant SUB rules.

For the purposes of this definition adjacent allotments means allotments that are:

- a) Part of a contiguous landholding; or
- b) Separated only by a road, access allotment, railway, stream or river.

Building

means any structure, whether temporary or permanent, moveable or fixed, that is enclosed, with 2 or more walls and a roof, or any structure that is similarly enclosed.

Building Coverage

means the proportion of the net allotment area which is covered by buildings and includes any part of overhangs or eaves in excess of 0.80 metres in width.

Building Frontage

means a side of a building that is facing the frontage of the allotment.

Business Zones

means the City Centre, Mixed-use, Waterfront, Commercial, Shopping Centre, Local Commercial, Neighbourhood Commercial, Light Industrial and Heavy Industrial Zones.

Cleanfill

means an area used for the disposal of exclusively inert, non-decomposing material.

Coastal Marine Area

has the same meaning as in section 2 of the RMA.

Communal Open Space

means a quantity of outdoor area freely available to all residents on the allotment or site, exclusive of driveways, buildings, and private outdoor space of individual residential units.

Community Facility

means a non-profit facility primarily for recreational, sporting, cultural, safety and welfare, religious or similar community purposes.

Definitions

Community Sign

means a sign displaying information relating to the location of public facilities, place-names destinations of historical, cultural, spiritual, sporting, or scenic significance; and the advertising of public, sporting, recreation, community, social or cultural events.

Consolidated Sign installation

Means a sign which identifies or advertises at least three different businesses, activities, or events (or a combination thereof) within a single permanent structure.

Corner Allotment

means an allotment which is located on the corner of two intersecting roads.

Drinking Water

means water intended to be used for human consumption; and includes water intended to be used for food preparation, utensil washing, and oral or other personal hygiene.

Earthworks

means any land disturbance that changes the existing contour or ground level.

Electric Vehicle Charging Station

means a structure with the primary purpose of recharging an electric vehicle. The station must be available for public use.

End-of-trip Facilities

Means facilities provided primarily for cyclists but also for walkers and runners at the end of their trip. Includes showers and changing areas.

Freestanding Sign

Means a sign placed on or mounted or supported off the ground independent of any other building or structure for its primary support. Includes tower signs, pole signs, head post signs and goal post signs.

Front Allotment

means an allotment that is not a rear allotment.

Frontage

means any boundary of an allotment abutting a legal road, or contiguous to a boundary of a road designation.

Green Infrastructure

means natural ecosystems and built products, technologies, and practices that primarily use natural elements, or engineered systems that mimic natural processes, to provide utility services. This includes built infrastructure, such as rain gardens, natural elements in modified environments, and natural waterbodies.

Greywater

means untreated liquid waste from sources such as household sinks, basins, baths, showers and similar appliances but does not include any sewage.

Gross Floor Area (GFA)

means the sum of the total area of all floors of all buildings on the site (including any void areas in those floors, such as service shafts or lift or stairwells), measured from the exterior faces of exterior walls or from the centre line of walls separating 2 buildings and, in the absence of a wall on any side, measured to the exterior edge of the floor.

Definitions

Ground Level

means:

- a) the actual finished surface level of the ground after the most recent subdivision that created at least one additional allotment was completed (at the issue of the section 224c Certificate or the previous legislative requirement), but excludes any excavation or filling associated with the construction or alteration of a building;
- b) if the ground level cannot be identified under paragraph (a), the existing surface level of the ground, excluding areas of cut or fill associated with the construction or alteration of a building;
- c) if in any case under paragraph (a) or (b), a retaining wall or retaining structure is located on the boundary, the level on the front of the retaining wall or retaining structure where it intersects the boundary.

Habitable Room

means any room in a residential unit, visitor accommodation, educational facility, commercial activity or healthcare facility used for the purposes of teaching or respite care or used as a living room, dining room, sitting room, bedroom or similarly occupied room.

Hazardous Substance

has the same meaning as in section 2 of the RMA.

Height

means the vertical distance between ground level at any point and the highest part of the structure immediately above that point

Home Business

Means an occupation, craft, service or profession that is secondary to the use of the site for a residential activity.

Illuminated sign

Means any sign with a specifically designed means of illumination of the whole or any portion of its face. Includes internally illuminated and externally illuminated (floodlit) signs and reflective signs.

Impervious Area

An area with a surface which prevents or significantly retards the soakage of water into the ground.

Includes:

- roofs
- paved areas including driveways and sealed/compacted metal parking areas, patios
- sealed tennis or netball courts
- sealed and compacted metal roads
- engineered layers such as compacted clay
- artificial playing surfaces or fields.

Excludes:

- grass and bush areas
- gardens and other landscaped areas
- permeable paving and green roofs
- slatted decks.

Infrastructure

has the same meaning as in section 2 of the RMA.

Definitions

L_{Aeq}

has the same meaning as 'time-average A-weighted sound pressure level' in New Zealand Standard 6801:2008 Measurement of Environmental Sound.

L_{AFmax}

has the same meaning as the 'maximum A-frequency weighted, F-time weighted sound pressure level' in New Zealand Standard 6801:2008 Measurement of Environmental Sound.

L_{A90}

has the same meaning as 'Background sound level' in New Zealand Standard 6801:2008 Measurement of Environmental Sound.

L_{peak}

has the same meaning as 'Peak sound pressure level' in New Zealand Standard 6801:2008 Measurement of Environmental Sound.

L_{dn}

has the same meaning as the 'Day night level, or day-night average sound level' in New Zealand Standard 6801:2008 Measurement of Environmental Sound.

Land

has the same meaning as in section 2 of the RMA.

Landscaping

means any part of an allotment which is planted in lawns, trees, shrubs or gardens.

Land Disturbance

means the alteration to land, including by moving, cutting, placing, filling or excavation of soil, cleanfill, earth or substrare land.

Living Areas

means a living room, lounge, family room or dining room.

Major roading alteration to an existing public road

Includes road widening, realignment or extensions that take place outside the existing legal road reserve over an area greater than 50m².

Excludes:

- a) Routine maintenance for the safe operation of the transport network.
- b) Maintenance and minor upgrade works necessary to keep transport infrastructure in good condition or restore transport infrastructure to a good condition.
- c) Installation, maintenance and replacement of road signs, street lighting, landscaping, parking meters and other ancillary transport network structures or features.
- d) Activities required by by-law or for public health and safety.
- e) Construction works associated with installation/alterations to network utilities or vehicle crossings.
- f) Temporary traffic management.

Definitions

Minor Structure

includes:

- a) A network system owned or operated by a network utility operator whose purpose is to provide reticulation from a network system to and from individual properties and structures, including all structures and equipment owned or used by a network utility operator, provided that a system including any structure or equipment does not exceed 1.5m in height and has 3m² or less ground coverage; or
- b) Any aerial or aerial support structure, clothesline or similar device; or
- c) Scaffolding or support work used in the course of the construction process; or
- d) A fence or wall, or combination of either, 2m or less in height and where such structures are constructed adjacent to each other a minimum separation distance of 1m shall apply; or
- e) Any tank or pool not exceeding 35,000 litres; or
- f) Any tent or marquee erected on a temporary basis; or
- g) Any temporary stack of goods or materials; or
- h) Any sign not attached to a building; or
- i) Any structure 300mm or less in height; or
- j) Any structure which is 2.2m or less in height and which has 9m² or less ground coverage; or
- k) Any artificial crop protection or support structure in the RPZ.

Mixed use

means development that integrates compatible land uses such as commercial, residential and office.

Net Allotment Area

means the total area of the allotment, but does not include:

- a) any area of land that legally provides access to another allotment:
- b) any area of land used primarily for legal access to a rear allotment:
- c) any area of land subject to a designation that is intended to be taken or acquired under the Public Works Act 1981.

Net Site Area

means the total area of the site, but does not include:

- a) any area of land that legally provides access to another site:
- b) any area of land used primarily for legal access to a rear site:
- c) any area of land subject to a designation that is intended to be taken or acquired under the Public Works Act 1981.

Noise Sensitive Activities

means those activities that involve habitation of people within which concentration (of thoughts) is required and includes residential units, residential institutions, marae, hospitals and education facilities, excluding Airport staff and aviation training facilities or aero clubs (other than airport staff training facilities).

Non-Port Related Activities

means any activity undertaken within the Port Zone not identified under the definition of Port Activities.

Definitions

Oil Refinery Activities

means the use of land and/or buildings within the Oil Refinery Precinct for refinery related activities, including:

- a) Operation of storage and fuel tanks;
- b) Process plants;
- c) Cogeneration plants and associated transmission lines;
- d) Offices;
- e) Support and community activities;
- f) Visitor centres;
- g) Canteens/cafes and residential dwellings associated with the refinery; and
- h) Facilities catering to the needs of staff and visitors.

Outdoor Living Court

means an area of outdoor open space which may be either permeable or impervious or a combination of both and includes balconies, recessed balconies, decks and roof terraces, available for the exclusive use of the occupants of the residential unit to which the space is allocated, that has direct access to a main living area and that does not contain structures that would impede its use for outdoor living purposes.

Outdoor Living Space

means an area of open space for the use of the occupants of the residential unit or units to which the space is allocated.

Pedestrian Arcade

means an area with a minimum dimension of 5m and minimum area of 30m² between a building and a public space that provides visual and pedestrian access onto the allotment and can be used for activities such as outdoor dining or informal leisure or recreation space.

Permanent All Weather Surface

means a pavement which is dust free and is trafficable under all weather conditions, with a sealed surface of, eg concrete, asphalt, bitumen.

Port Activities

means the use of land and/or building within the Port Zone for port related activities, including:

- a) Cargo handling, including the loading, unloading, storage, processing and transit of cargo;
- b) Debarking;
- c) Fumigation;
- d) Transport, storage and goods handling activities;
- e) Maritime passenger handling/services;
- f) Construction, maintenance and repair of port operations and facilities;
- g) Port administration;
- h) Refueling/fuel handing facilities;
- i) Activities associated with surface navigation, berthing;
- j) Maintenance or repair of a reclamation or drainage system;
- k) Marine and port accessory structures and services.

Definitions

Raft

has the same meaning as section 2 of the RMA.

Rear Allotment

means an allotment with a frontage of less than 6 metres to a legal road, except that an allotment served by a service lane is not a rear allotment.

Regionally Significant Infrastructure

means the infrastructure listed in Appendix 3 of the Regionally Policy Statement for Northland 2016.

Residential Zones

means the Residential, Low-density Residential, Medium-density Residential and High-density Residential Zones.

Reticulated Stormwater Area

Means any allotment within 200m of an existing public primary stormwater system as measured along existing and proposed roads, right of ways or access paths.

Reticulated Wastewater Area

Means any allotment:

- a) Within the Medium Density Residential, High Density Residential, Business Zones, etc.; or
- b) Within the RVE, etc. or the RUEE (except the Toetoe or Whau Valley areas of the RUEE) and within 150m of an existing public reticulated wastewater network (excluding rising mains).

Reticulated Water Supply Area

Means any allotment:

- a) Within the Medium Density Residential, High Density Residential, Business Zones, etc.; or
- b) Within 135m of an existing public reticulated water supply distribution main, as measured along existing and proposed roads, right of ways or access paths.

Retirement Village Premises

has the same meaning as in section 226A of the RMA.

Right of Way

means an area of land over which there is registered a legal document giving rights to pass over that land to the owners and occupiers of other land and shall have the same meaning, as defined in Schedule 4 of the Land Transfer Regulations 2002.

Road

has the same meaning as in section 2 of the RMA.

Note: Mapping of Roads: A road in the context of this Plan means the entire road reserve between the boundaries of adjoining parcels of land, not just the formed carriageway. Roads are generally represented without Zone colouring on the Planning Maps. Formed roads are marked with a line on a white background to provide orientation to map users and to provide a ready reference point to locate properties.

Roads are in the same Zone as the land that surrounds them. Where a road runs along the boundary between two Zones, the boundary of the Zones is the centre line of the road. Where the road runs beside the coast, the boundary of the Coastal Marine Area is mean high water springs, not the centre of the road, and therefore the entire road is in a land Zone.

Road Sign

Means any signs which is erected for the purpose of traffic control or public road safety, including illuminated and reflective signs where they are designed and operated in accordance with the requirements of the road controlling authority.

Definitions

Rural Zones

means the Rural Countryside, Strategic Rural Industries, Rural Village, Rural Living and Rural (Urban Expansion) Zones.

Sea-Farers Mission and Managers Accommodation

means Christian welfare centre located within the Port Zone providing communal facilities for transitional merchant seafarers. Includes a single residential unit to be used solely for the purpose of providing accommodation for the Manager/Pastor of the Sea Farers Mission and immediately family. Does not include motels or hotels, backpackers, bed and breakfast, farmstay or homestay accommodation, or any other types of accommodation.

Sensitive Activities

means, childcare and education facilities, Residential Activity and hospitals.

Service Lane

shall have the same meaning, as defined in Section 315 of the Local Government Act 1974 and includes any privateways in industrial/commercial developments.

Setback

means the distance between a structure or activity and the boundary of its site, or other feature specified in the Plan.

Sewage

means any water that contains any toilet or urinal waste, or any waste in water from industrial or commercial processes.

Sign

- a) means any device, character, graphic or electronic display, whether temporary or permanent, that is visible from beyond the site boundary, for the purposes of:
 - i identification of and provision of information about any activity, site or structure:
 - ii providing directions:
 - iii promoting goods, services or forthcoming events; and
- b) includes the frame, supporting device and any associated ancillary equipment whose principle function is to support the message or notice; and
- c) may be two- or three-dimensional, and manufactured, painted, written, printed, carved, embossed, inflated, projected onto, or fixed or attached to, any structure or natural object; and
- d) may be illuminated by an internal or external light source.

Sign Area

means the entire area with a continuous perimeter enclosing the extreme limits of lettering, graphics or symbols, together with any material or colour forming an integral part of the display or used to differentiate such a sign from the background against which it is placed. Sign area in relation to a multiple-sided sign means the total signage area that may be viewed from every viewable perspective (including front and back, and inflatable or three dimensional signs). Structural supports and building surfaces are not included in the calculation of sign area, except where they form an integral part of the sign.

Definitions

Site
means:

- a) an area of land comprised in a single computer freehold register (record of title as per Land Transfer Act 2017); or
- b) an area of land which comprises two or more adjoining legally defined allotments in such a way that the allotments cannot be administered separately without the prior consent of the Council; or
- c) the land comprised in a single allotment or balance area on an approved survey plan of subdivision for which a separate computer freehold register could be issued without further consent of the Council; or
- d) in the case of land subdivided under the Unit Title Act 1972 or the cross lease system, a site is deemed to be the whole of the land subject to the unit development or cross lease; or
- e) an area of adjacent land comprised in two or more computer freehold registers where an activity is occurring or proposed.

Standalone Car Park Facility

means either indoor or outdoor on-site car parking which is not directly associated with any other activity within the site.

Stormwater

means water from natural precipitation (including any contaminants it contains) that flows over land or structures (including in a network), to a waterbody or the coastal marine area.

Structure

means any building, equipment, device or other facility made by people and which is fixed to or located on land; and includes any raft, but excludes motorised vehicles that can be moved under their own power.

Subdivision

means:

- a) The division of an allotment:
 - i. By an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of the allotment; or
 - ii. By the disposition by way of sale or offer for sale of the fee simple to part of the allotment; or
 - iii. By a lease of part of the allotment which, including renewals, is or could be for a term of 35; or
 - iv. By the grant of a company lease or cross lease in respect to any part of the allotment; or
 - v. By (the deposit of a unit plan or) an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of a unit on a unit plan; or
- b) An application to the Registrar-General of Land for the issue of a separate certificate of title in circumstances where the issue of that certificate of title is prohibited by section 226.

Swale

means an area of land that has been shaped to allow a watercourse to form during stormwater collection.

Temporary Activity

means any commercial activity undertaken in a temporary or moveable structure within a road or an activity which is undertaken for a short term, not exceeding 3 days duration, either as an isolated event or as a series of events where the cumulative period of operation is less than 12 days in a calendar year, and includes any gala, sports event, festival, hui or other community activity.

Definitions

Temporary Sign

Means any sign, whether portable or fixed which is placed to advertise or announce a specific event, or which pertains to a particular event or occurrence, or which is not designed or intended to be placed permanently. Examples of temporary signs include signs associated with; real-estate, election(s), construction or redevelopment.

Note: Unless otherwise stated community, signs will be considered as temporary signs where they are erected no more than 21 days prior to the event and are removed within two days after the event concludes.

Through-site Link

means a defined pedestrian access which is continuous and clearly identifiable and is designed specifically to traverse a site to connect roads or other public places or other through-site links. A through-site link provides a public pedestrian route which will generally be a shorter and more convenient route than the existing alternative.

Transport Infrastructure

means assets and structures that are necessary for the functioning of the transport network and that cater for the need of transport users.

Urban Area

Refers to areas that are considered 'urban' in the context of this chapter (and the wider District Plan), refers to both Residential and Business Zones and includes the Airport, Hospital, Port and Marsden Primary Centre Zones.

Wastewater

includes sewage, and greywater.

Waterbody

means fresh water or geothermal water in a river, lake, stream, pond, wetland, or aquifer, or any part thereof that is not located within the coastal marine area.

Water Sensitive Design

means an interdisciplinary approach to land use and development planning, design and implementation which integrates land use and water management, to minimise adverse effects on freshwater systems and coastal environments, particularly from stormwater runoff.