

Appendix 2: Proposed consequential changes to other chapters

For ease of reference, any text proposed to be added through this plan change request are shown using underlining and any text proposed to be deleted is shown ~~using strikethrough~~.

Change 1:

Amend the eighth paragraph of '3.1.1 Rural Plains' as follows:

There is limited commercial activity outside of the rural settlements, ~~the largest being Farmers Corner established on State Highway 1. This is a retail outlet and restaurant that provides for tourists and visitors to the District.~~

Change 2:

Amend the second paragraph of 'Commercial and General Business' in section 3.2.4 'Business Development in the Rural Area' as follows:

Other activities may seek to locate in the rural area due to their scale. The development of some commercial activities ~~may such as Farmers Corner~~, require large sites ~~to provide for retail activities, a café and extensive car parking.~~ They and also need to be easily accessible from the main routes through the District. A suitable site is only likely to be found in the rural area.

Change 3:

Amend Policy 9.1D in Section 9.3 'Objectives and Policies' as follows:

Policy 9.1D

Set a minimum allotment size in Rural A, ~~and B~~ and Tourism Zones to:

- *protect the rural resource and productive activities by requiring:*
 - *sufficient distance between existing and potential residential unit sites and rural activities, and vice versa,*
 - *a low density of development.*
- *retain the amenity valued by the community provided by the rural character of openness and low density of development but also acknowledging that the Rural A Zone has an historic pattern of smaller allotments than the Rural B Zone.*

Change 4:

Amend the fifth paragraph in the 'Explanations and Reasons' in Section 9.3 'Objectives and Policies' as follows:

The standards in this Plan have set minimum allotment sizes at a level that reflects the intended character of the rural areas as well as recognising the different purposes of the Rural A, ~~and B~~ and Tourism Zones. Subdivision in Rural A and B has the potential to adversely affect productive activities by reducing the area of land available for agriculture, and potentially creating reverse sensitivity effects whereby farming activities are limited due to nearby residential activities. The character of the rural area can also be affected by subdivision as the spaciousness and vistas are diminished due to development, roads and infrastructure, to a level not anticipated by rural communities. In the Rural B and Rural Tourism zones, the minimum allotment size means that the land can support a dwelling,

accessory buildings and agricultural activities as well as being some distance from neighbouring development and retain the spaciousness of the zone. It is considered that the density of development directly impacts on the landscape values of the Plains. Whilst not outstanding like the High Country, the value of the Plains lies in the low density of development within a patchwork of fields. It is important to manage this landscape to ensure amenity values are maintained and that land can be used for agricultural uses.

Change 5:

Amend Rule 9.7.5 b) as follows:

- b) Any subdivision in the Rural C or Rural Tourism Zone.*

Change 6:

Amend Standard 9.9.1 'Allotment Size' as follows:

- a) No allotments created by subdivision, including balance titles, shall have a net area less than the minimum specified for each zone below, except as provided for in clauses b, c and d below:*

Table 9-1: Required Allotment Sizes

Zone	Minimum Net Allotment Area
<i>Rural A</i>	<i>8 ha</i>
<i>Rural B & C <u>Rural Tourism Zone</u></i>	<i>50 ha (provided that the Lake Hood Storage Park may be subdivided to a minimum of 6000m²)</i>
<i>Residential B Except that where public sewage reticulation and treatment is not available to the site</i>	<i>280m² 1,000m²</i>
<i>...</i>	<i>...</i>

Change 7:

Amend 9.6.6 'Allotment Sizes and Boundary Adjustments' as follows:

In the rural areas, the minimum lots sizes have been set to protect the productive use of the land, and to ensure development can be located sufficiently distant from farming activities to minimise reverse sensitivity effects. The size of the allotments also reduces the probability of a new settlement or clusters of housing being developed thus protecting the productive soils of the District for future agricultural activities. The Council, as discussed in the Rural Section, consider that the primary purpose of the rural area is to provide for agricultural activities and seek to protect the soils from unsuitable development. A policy of consolidation of urban areas and protection of rural areas is sought. The Lake Hood Storage Park scheduled activity has a minimum allotment size of 6000m² in order to give effect to the established activity on a separate certificate of title if required.

In the Rural Tourism Zone, the minimum lot size reflects that which applied to the site under its former Rural B zoning, and does not allow for further subdivision within the zone, except by way of a boundary adjustment. This ensures that the zone is not subdivided into multiple allotments which would be inconsistent with the surrounding rural environment. It also

reinforces that the tourism activities provided for in the zone are anticipated to be developed in an integrated and co-ordinated manner, not as separate activities.

The minimum area requirements for Residential Zones...

Change 8:

Amend Rule 10.9.4 a) 'Spacing Between Vehicle Crossings' as follows:

- a) *On Principal and Arterial Roads where the legal speed limit is 100km/hr, the minimum spacing between successive vehicle crossings (regardless of the side of the road on which they are located) shall not be less than 200m. This rule shall not apply to vehicle crossings to farming activities, which do not provide access or a driveway to buildings (other than haysheds), or to the Rural Tourism Zone where the vehicle crossing is located in accordance with the Outline Development Plan contained in Appendix 3A-1.*

Change 9:

Amend Rule 10.9.8 'Vehicle Oriented Commercial Activities' as follows:

- a) *Notwithstanding rules 10.9.3-10.9.6 above, all:*
- *service stations;*
 - *truck stops;*
 - *commercial activities (or groups of retail activities using common vehicle crossings) containing a total gross floor area of more than 500m²;*

shall comply with the following additional rules:

- *No part of any vehicle crossing on to an arterial road shall be located closer than:*
 - *60m to the departure side of any intersection; or*
 - *30m to the approach side of any intersection.*
- *Distance shall be measured from the point at which the legal boundary lines of the two road frontages intersect.*
- *Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-11 below:*

Table 10-11: Minimum Sight Distances for Vehicle Oriented Commercial Activities

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
0-50	110
51-60	140
61-70	170
71-80	200
81-100	280

- *Where the legal road speed limit is 50km/hr, the above rule shall only apply to Arterial and Principal roads.*
- *All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6.*
- *The minimum sight distances specified in Table 10-11 shall not apply to any vehicle crossing in the Rural Tourism Zone that is located in accordance with the Outline Development Plan contained in Appendix 3A-1.*

Change 10:

Amend Standard 11.8.1 'Noise standards for zones' as follows:

- a) *The noise level from activities within any other site shall not exceed the limits set out in Table 11-1 below:*

Table 11-1: Noise Limits

	Daytime (0700-2200 inclusive)		Night-time (All other times)	
	L_{Aeq}(1hr)	L_{AF,max}	L_{Aeq}(1hr)	L_{AF,max}
<i>When measured at or within the boundary of any site zoned:</i>				
<i>Business A</i>	<i>55 dB</i>	<i>80 dB</i>	<i>45 dB</i>	<i>70 dB</i>
<i>Business B, and C</i>	<i>60 dB</i>	<i>85 dB</i>	<i>50 dB</i>	<i>75 dB</i>
<i>Business D, E, and F</i>	<i>65 dB</i>	<i>90 dB</i>	<i>55 dB</i>	<i>80 dB</i>
<i>Open Space A and B, and at the boundary of the buffer zone as defined in the Outline Development Plan for the Business E Zone (see Section 5)</i>	<i>55 dB</i>	<i>80 dB</i>	<i>45 dB</i>	<i>70 dB</i>
<i>Residential A, B, C and D</i>	<i>50 dB</i>	<i>75 dB</i>	<i>40 dB</i>	<i>65 dB</i>
<i>Rural A, and B, and Tourism</i>	<i>65 dB</i>	<i>85 dB</i>	<i>45 dB</i>	<i>70 dB</i>
<i>Rural C</i>	<i>40 dB</i>	<i>65 dB</i>	<i>30 dB</i>	<i>55 dB</i>
<i>When measured at the notional boundary of any residential unit on an adjoining site zoned:</i>				
<i>Rural A, and B, and Tourism</i>	<i>50 dB</i>	<i>75 dB</i>	<i>40 dB</i>	<i>65 dB</i>

...

Exemptions:

The following activities are exempt from complying with the above noise levels:

...

- n) For activities within the Rural Tourism Zone, the noise limits identified in Table 11-1 shall not apply **to any internal site boundary within the Zone, or within the road reserve adjacent to the Zone.**

Change 11:

Insert new definition for 'visitor accommodation unit' in Section 17.1: General Definitions, as follows:

Visitor Accommodation Unit	means an individual building, part of a building, or defined area that provides a separately bookable space for sleeping accommodation for one or more visitors.
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Change 12:

Amend Planning Map R72 to identify the site (Lot 1 DP 83802, Lot 1 and Lot 2 DP 407897) as 'Rural Tourism Zone'.

Change 13:

Amend Table 10-1: Minimum Parking Space Requirements, as follows:

Table 10-1: Minimum Parking Space Requirements

Activity	Parking Space Required
...	...
Visitor accommodation	1 space per 2 beds or 1 space per individual unit, whichever is the greater plus 1 space per 2 staff <u>In addition, in the Rural Tourism Zone, where more than 40 guest beds are proposed, a minimum of one coach park per 40 guest beds shall be provided.</u> <u>Any coach park provided may either:</u> 1) <u>overlay five of the required car parking spaces, with the site's access and five car parking spaces arranged so that a tour coach can enter and park on these spaces; or</u> 2) <u>be provided permanently in lieu of five car parking spaces.</u>