Appendix 1 – Proposed Plan Change text

In this Proposed Plan Change the following format has been used to show the changes.

Text to be added is shown as **<u>bold underlined</u>**. Text to be deleted is shown as ~~**bold strikethrough**~~.

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Section 10: Transport

10.1 Introduction

The transport systems of the Ashburton District provide for the movement of people and goods throughout the District. These systems - road, rail, pedestrian networks, cycling networks, and, to some extent, air - contribute to the social and economic functioning of the District by enabling travel between home, work, educational, recreational, cultural and business activities, as well as routes for visitors to or through the District. Since the establishment of the majority of these transportation facilities and services, a greater awareness has developed of their global, regional and local impacts.

The principal transportation system available in the District is the roading network provided by the Council and the New Zealand Transport Agency (NZTA) in the case of the State Highways. The Plains area is traversed by a complex system of sealed roads and highways, whilst the High Country is served primarily by way of two all-weather roads.

State Highway 1 is the District's major arterial road from Rakaia, through Ashburton (Kapuka) on East, West and Archibald Streets, to the Rangitata River near Ealing. State Highway 77 traverses the District from the Rakaia Gorge Bridge to Ashburton (Kapuka) via Methven. A network of other principal roads also traverses the District connecting the main settlements and main access bridges at the district boundaries.

The Main South Railway is the only remaining railway line in the District, running parallel to State Highway 1. The District also has one public airfield - Ashburton Aerodrome - to the immediate east of Ashburton (Kapuka).

10.2 Issues

10.2.1 Sustainability

The sustainability of the District's transport system can be adversely affected by the inappropriate location, nature and design of land use activities and the mode of transport used.

Similarly to much of New Zealand, a more sustainable transport system needs to be developed in the District for the long term which has the flexibility to adjust to social, economic and technological changes on both a local and global scale. This could mean the use of alternative fuels or types of transport in the longer term, and the minimisation of energy use in the short term, which is partly achievable through the promotion and increased use of modes such as walking and cycling, and planning for the future potential of public transport. The consolidated pattern and density of urban development can have an influence on transport demands. A compact urban area with increased densities around focal points can reduce the need for and length of trips by private motor vehicles. The location of employment in relation to where people live can also have an effect on trip generation and the type of transport used. It is important to ensure that the decisions made with regard to urban growth do not compromise the ability for public transport to service the area in the future.

As discussed in the Utilities, Energy and Designations section, globally there is a concern over the increasing use of non-renewable fossil fuels by all forms of transportation. Yet it appears that the demand for fuel for transportation will continue to increase into the medium-term, as independent mobility remains a major component of transportation. This mobility is often necessary simply to ensure a basic level of accessibility, especially in rural areas. An increase in resource development, such as dairying, is also likely to give rise to increases in heavy traffic in various parts of the District.

Of concern is the contribution of fossil fuel use to the emission of greenhouse gases, in particular carbon dioxide. Transportation fuels release into the environment substances such as carbon, as well as creating visual emissions. It is possible that international policies will result in countries seeking to reduce their production of greenhouse gases by reducing fossil fuel usage for transportation.

Options available to lower fossil fuel usage include increased use of public transport, such as rail and bus transport for passengers and rail for freight haulage. While the Council can be supportive of moves towards development of more effective public transport, they are not in a position to take a lead on this matter except perhaps within Ashburton (Kapuka).

It is unavoidable that conflicts will occur in striving to achieve the basic concepts of this issue. These may necessitate trade-offs between different objectives to achieve an acceptable balance. Initially safety and efficiency will be the dominant factors, with the long term aim being sustainability. Eventually, individuals travel patterns and attitudes towards the choice of transport mode may need to change to minimise energy use and move towards a sustainable transport system.

10.2.2 Efficiency

The efficient use of the District's roads and other transport infrastructure and the efficient use of fossil fuels for transport can be adversely affected by the inappropriate location, nature and design of land use activities, their vehicle access and crossings, parking and servicing.

An approach for maintaining and improving transport efficiency that has been adopted by the Council is a road hierarchy with interrelated land use policies. By setting aside certain roads with a priority for through traffic it is possible to reduce travel time involved in commuting and thus the amount of fuel used. Relationships between land uses, particularly between home and workplace/shopping centre, can influence the amount of fuel used. A concentrated pattern of urban development rather than a dispersed one can reduce vehicle kilometres travelled, vehicle numbers, the mean speed of vehicles, the mean distance travelled, all of which contribute to reduce fuel usage. Accordingly, land use policies can have a real effect in helping to minimise transport demand, energy use and emission effects.

In a district such as Ashburton, the gains to be made in reduced potential fuel usage while unlikely to be large, because of its small population as compared to cities such as Christchurch, are still worth pursuing. In the rural areas the possibilities for improved fuel efficiency are limited, and intensification of farming practices may lead to increases in fuel usage.

Efficient use of the road resource and energy resources can also be enhanced by retaining the standard of roads and a roading hierarchy throughout the District. Part of maintaining the standard of arterial routes, such as the State Highways, involves limiting vehicle access and vehicle crossings onto these roads to enable through traffic to travel relatively unimpeded and safely on these roads. The

extent to which vehicle access and vehicle crossings are permitted onto State Highways is the responsibility of both NZTA and the Ashburton District Council, and generally varies between rural and urban areas. Parts of State Highway 1 within the District are declared Limited Access Roads onto which vehicle access and vehicle crossings can only be gained by existing authorised crossing points or by specific approval from NZTA. The District Council has traditionally used the District Plan to control the number, type and location of all vehicle access points and vehicle crossings onto all roads within the District, particularly for activities which generate high numbers of vehicle movements.

Efficiencies in the provision of pedestrian links and cycle ways are also desirable as a means of encouraging these alternative forms of transport as an alternative to powered vehicle use, and these options should be examined at the time of subdivision and road redevelopment.

The Main South Railway is an important strategic transport link, particularly for the movement of freight into and out of the District. The efficient operation of the Main South Railway can be affected by road/rail level crossings. The New Zealand Railways Corporation has an objective of rationalising existing and minimising new level crossings so as to maintain the efficient operation of the rail network.

10.2.3 Safety and Accessibility

The safety and convenience of pedestrians, cyclists, road, and rail users can be adversely affected by the inappropriate location, nature and design of land use activities, their vehicle access and vehicle crossings, parking and servicing.

To enable people to carry out their existing and likely future activities it is necessary to provide for a basic level of accessibility within and through the District. This level of accessibility is particularly important to people living in the country areas as many commercial, educational, health, and work needs are located in towns some distance away. Within most parts of the Ashburton District this accessibility will be assured with the maintenance of the current road system, providing fossil fuel remains an economic form of fuel for motor vehicles, or an alternative that retains a high degree of individual vehicle based mobility.

Access to transport networks, in particular roads and the railway is vital to the economic wellbeing and growth in the Ashburton District. Without such networks it would not be feasible to transport people, materials and produce both in and out of the District, thus making it impossible for the District ‘to do business’ with the rest of the Country and importantly, access links to export markets. The provision and maintenance of transport networks is therefore of great importance to the future of the District.

Accessibility is also important for the viability and vitality of business activities within Ashburton (Kapuka) and the smaller towns. Accessibility to various activities can be provided not only by an efficient road system, but also by provision of pedestrian ways, cycle routes and adequate public car parking and cycle parking, and, where appropriate, adequate bus stops and shelters.

Because of the potential conflicts between motor vehicles and between vehicles, and pedestrians/cyclists, it is particularly important to design and locate roads, and off road routes, in a way which encourages safe and predictable movement by all users. In addition activities located

alongside roads should be controlled to ensure the effects of these uses, such as the generation of traffic, do not cause significant conflict with through traffic. Vehicle access points and vehicle crossings need to be limited in areas of higher speed restrictions, such as rural areas or on roads where through traffic has priority, particularly State Highways 1 and 77.

There is also the potential for conflict for trains, vehicles, cyclists, and pedestrians at railway level crossings. In particular there is the potential for the location of vehicle access ways adjacent to the rail corridor to result in the queuing of vehicles within the frontage road and across the rail corridor compromising road and rail safety. Similarly obstructions located adjacent to railway level crossings may affect sightlines for road users and train operators thereby affecting safety.

Visual distractions or impediments to vehicle drivers, particularly in areas of higher speeds or vehicle numbers, can reduce the safety of vehicles, cyclists and pedestrians. These conflicts can be avoided or mitigated by the control of activities alongside roads, such as advertising signs, aerial activities, glare and light overspill on to roads. Trees inappropriately located close to roads can shade road surfaces from sun in winter and prevent ice from melting, causing dangerous driving conditions.

Works can be carried out to locate or move obstacles such as power poles away from intersections and widen and improve approaches to schools. Works can be carried out on local streets which inhibit through traffic and so reduce the possibility of traffic crashes, especially those involving vehicles and pedestrians/cyclists. The adequacy of crossings, route markings and signage can also affect the attractiveness of walking and cycling as an alternative to driving.

10.2.4 Environmental Effects of Transport

Motorised transport can adversely affect the amenities of areas of the District, as a result of effects such as noise, emissions, loss of visual amenity, privacy, and accessibility.

Motorised transport has obvious advantages to the community in convenience and mobility. However, there are numerous environmental effects of the operation of transportation systems throughout the District. Some of these impacts are of global significance, such as the emission of greenhouse gases associated with vehicle emissions. Other impacts are of more local significance, such as decreased accessibility to some areas because of the increased numbers of motor vehicles using roads. Other impacts affect residents or workers in an area, such as the noise and fumes associated with traffic visiting or passing through an area. To some extent the latter type of impact can be restricted to known locations by developing and encouraging the use of a road hierarchy which directs the majority of through traffic away from residential areas, and in some cases could also divert heavy and/or through traffic away from commercial areas. Road traffic noise on State Highways and other roads is not controlled by the provisions of this District Plan. However, NZTA, the controlling authority of the nation's State Highways, has developed Guidelines for the Management of Road Traffic Noise. These are applicable to State Highway improvements which may affect noise sensitive activities in residential zones, and are set out in Appendix 6 of the NZTA's Planning Policy Manual.

The promotion and use of public transport can reduce private vehicle use thereby achieving a reduction in vehicle emissions and vehicle congestion. With regard to noise and fume emissions, the initiative to require or encourage more fuel efficient and quieter vehicles most effectively lies with national or regional government, for example by the introduction of mandatory vehicle emission

performance testing as part of warrant of fitness tests. The transport industry and vehicle manufacturers also have an obvious role to play in demanding and developing improved engine design to improve fuel efficiency and limit emissions, both air and noise.

10.3 Objectives and Policies

Objective 10.1: Transport Sustainability

To maintain and enhance the sustainability of the District's transport system.

Policy 10.1A

To mitigate the adverse effects of vehicle and fossil fuel usage by reducing potential travel times to home, work, community and business places, primarily through encouraging infill, intensification within the core area of Ashburton, and consolidated development of the District's towns. Provision for some essential services within residential and commercial areas will also assist to reduce travel times and distances e.g. Business A zones within residential areas.

Policy 10.1B

To consider opportunities for encouraging and developing greater use of public transportation facilities.

Policy 10.1C

To support/advocate for the maintenance of rail corridors for future public transport and / or alternative transport uses such as cycling should they no longer be required for rail transport.

Policy 10.1D

To encourage the use of rail as a sustainable form of transportation, and to support the development of a rail operational facility as part of the Ashburton Business Estate.

Policy 10.1E

To encourage and enable the use of walking and cycling as sustainable forms of transportation.

Policy 10.1F

To give effect to any relevant RMA national and regional policy statements, and take into account any other relevant national, regional and Ashburton district policy in Council policy development and decision making.

Explanation and Reasons

It is necessary to provide where possible for minimum time of travel between work and home to assist in reducing reliance on fossil fuel transport. This can be achieved in part by permitting working at home and by directing new residential use into areas close to the business centre of Ashburton (Kapuka) and into areas in the general proximity of the main towns. The use of **walking and cycling,** public transportation and rail opportunities can assist in the overall sustainability of the transportation network.

Objective 10.2: Transport Efficiency

The efficient use of the District's existing and future transport infrastructure and of fossil fuel usage associated with transportation.

Policy 10.2A

To provide for the efficiency of the transport network by implementing a policy of consolidation to avoid sprawl and unnecessary extension of urban areas.

Policy 10.2B

To promote the efficient use of all roads within the District by adopting and applying a road hierarchy, with associated standards for design, vehicle access and vehicle crossings, based on the intended function of each road.

Policy 10.2C

To protect the efficiency of through traffic on State Highways 1 and 77, and their primary role as a carrier of through traffic, by strictly limiting vehicle access and vehicle crossings for high traffic generating activities.

Policy 10.2D

To promote the efficiency of the Main South Railway and the primary role of the rail network, by rationalising existing and minimising new level crossings, and controlling direct access over the railway via level crossings to subdivision and land use activities, where there is no alternative road access provided.

Policy 10.2E

To limit **road** congestion and loss of efficiency of adjacent roads, by ensuring off-street loading is provided for activities **and by managing adverse effects on roads from land use activities and subdivision development.**

Policy 10.2F

To work cooperatively with NZTA to ensure the continued, efficient functioning of State Highways 1 and 77.

Explanation and Reasons

Efficient use of the existing road and rail infrastructure is desired to maximise the returns to the nation and the community on its investment in this infrastructure. This requires the up-grading of road intersections to both the local and State Highway road networks as part of any rezoning for or subdivision of new areas of development. Similarly it requires consideration as to the appropriateness of new and increased use of direct access via a railway level crossing to service subdivision and land use activities where there is no alternative access provided. It is also important that vehicle access and vehicle crossings are adequately controlled to protect the efficiency of the roading network.

Like those set out in the zone sections, this objective and policies seek the consolidation of urban areas. Consolidation is an important aspect of the development of the settlements as it focuses residential development around the areas which generally have the employment, community and infrastructural services able to sustain a growing population, and which are able to be adequately serviced with formed and sealed roading, footpaths, reticulated water supply and sewage treatment and disposal.

As an overriding goal for the District, it is proposed to continue the policy of avoiding disjointed development and promote the concentration of residential activity in and around urban areas, as opposed to enabling residential activity to be dispersed throughout the rural areas. This policy base, together with that set out in the Residential section, seeks to provide opportunities for the use of shared transport and maintain the future potential for public transport, in Ashburton (Kapuka) particularly, along with providing for the efficient use of energy, services and infrastructure by containing the outward spread of urban areas, and concentrating low density residential development around the urban areas.

Objective 10.3: Transport Safety and Accessibility

The maintenance and improvement of the safety and ease of pedestrian, cyclist and vehicle movement throughout the District.

Policy 10.3A

To maintain and, where necessary, improve safety and accessibility of the transport network within the District by adopting and applying a road hierarchy, with associated standards for design based on the intended function of each road, and including controls on trees.

Policy 10.3B

To preserve road safety and accessibility by ensuring that standards of road design, vehicle access, vehicle crossings, loading, **manoeuvring,** parking for people with ~~**disabilities**~~ **limited mobility** and cycle parking are related to **the** intended use of each site and the relationship to the adjoining road classification, and that visual distractions that may affect the safety of road users are avoided or mitigated e.g. lighting and advertising.

Policy 10.3C

To maintain and upgrade the existing roads in the District and provide for new roads and related facilities where these are important.

Policy 10.3D

To integrate land use and transport by ensuring all substantial new developments provide access and linkages in accordance with an outline development plan or similar, and that as well as new roads, safe and attractive pedestrian and cycle routes are provided.

Policy 10.3E

To ensure that the number, location and design of vehicle crossings and the intensity and nature of activities along roads is compatible with road capacity and function, in order to ensure vehicle, cyclist

and pedestrian safety, and to strictly limit the establishment of high traffic generating activities with vehicle crossings to State Highways 1 and 77.

Policy 10.3F

To ensure that convenient and accessible car parking for people with ~~**disabilities**~~ **limited mobility** and cycle parking is available for both staff and visitors for all activities.

Policy 10.3G

To ensure that on-site parking is designed and managed safely and efficiently, where it is provided.

Policy 10.3H

To ensure that high traffic generating activities promote opportunities for safe and efficient travel other than by private motor vehicle.

Policy 10.3I

To require loading facilities appropriate for the vehicles servicing land use activities.

Policy 10.3J

To consider, where practicable, opportunities for effective public transport, particularly for people without access to cars, and where appropriate to provide public transport infrastructure.

Policy 10.3K

To encourage the development of pedestrian areas, walking tracks, and cycle ways, especially on the approaches to all schools, to improve amenity and accessibility for residents.

Policy 10.3L

To encourage community groups to become involved in improving the road safety culture of the District.

Policy 10.3M

To preserve road and rail safety by ensuring that level crossing sightlines are maintained and the potential for traffic queuing across the rail corridor as a consequence of the location of adjacent vehicle accessways is avoided or mitigated.

Explanation and Reasons

The safety and ease of movement of pedestrians, cyclists, motorists, and rail users within and through the District is required for the social and economic wellbeing of the people of the District and for visitors to the area. It is very important that provision and maintenance of transport routes and of adjacent land use activities be such that the safety of motorists, cyclists, pedestrians, and railway operators and passengers is provided for.

Policy 3H refers to public transport which may be provided by the Council or a private operator. Public transport is not confined to extensive bus routes serviced by large buses. It can also be a minibus that collects and drives people to a specified place of work, taxis and private services that run between

towns. All public transport requires associated infrastructure such as bus shelters and taxi ranks. This policy intends to provide for these types of associated infrastructure requirements whether needed by the public or private sector.

Objective 10.4: Environmental Effects of Transport

To provide for a transport network that avoids adverse effects on the surrounding environment.

Policy 10.4A

To assist in preserving the amenities of particular areas, particularly residential areas and pedestrian-oriented business areas, by adopting a road classification system which recognises the amenities of particular areas and to which appropriate activities will be related.

Policy 10.4B

To ensure adequate car parking for people with ~~**disabilities**~~**limited mobility**, cycle parking and loading provision is made in association with ~~**all**~~ activities, which is sufficient to cater for normal generation demand.

Policy 10.4C

Where public carparking is provided in the central commercial area of Ashburton town, it should be conveniently located, avoid disruption to commercial frontages and support good urban design outcomes.

Policy 10.4D

To adopt techniques to discourage traffic in areas where it would have adverse environmental effects.

Policy 10.4E

Avoid, where reasonably practicable, or else mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment.

Policy 10.4F

Promote positive transport effects from high traffic generating activities.

Policy 10.4G

To avoid adverse amenity impacts by ensuring that new roads are designed to, at least, minimum standards and visually complement the character of any surrounding area.

Policy 10.4H

To incorporate tree and landscape plantings within roading networks wherever practicable, taking into account the primary purpose of the road corridors is the safe and efficient movement of traffic, and the conveyance of utilities.

Policy 10.4I

To encourage roading design that enhances the quality of design and the visual experience. These could include a range of carriageway widths, different surface materials, grass berms and protection of existing mature trees.

Policy 10.4J

To avoid the adverse effects of land transport activities on sensitive areas, natural and physical resources, amenity and landscape values.

Policy 10.4K

To preserve the open nature of the High Country landscape by encouraging the location of roads, car-parks and tracks along the edges of existing landforms and vegetation patterns.

Explanation and Reasons

Impacts of traffic passing through or visiting an area can, to a certain extent, be controlled by developing and encouraging the use of a road hierarchy which directs the majority of such traffic on to particular routes, away from the majority of residential areas, and, where possible, diverts through traffic away from commercial areas. The hierarchy can be reinforced by traffic management measures outside the District Plan which discourage the use of residential streets, other than by those vehicles that have no alternative. The development of safe, pleasant and convenient pedestrian and cycle links can assist in reducing vehicle usage and improve the amenity around a settlement. Consideration must also be given to the effects of roads and transport activities on the natural environment through which they pass.

Traffic associated with non-residential development has the potential to affect the residential amenity of the immediate area. Limited non-residential land uses are permitted in residential zones. An integrated approach to transport and land-use means locating any other non-residential activity where the effect of traffic generated can be absorbed by the surroundings.

The road environment is an important, highly visible and extensive area of public open space within the District. The way that the roads and their immediate surrounds are developed - their alignment, layout and associated plantings - are significant in maintaining and improving the amenity of both residential and business areas.

There are many ways to reduce the local impact of transport and traffic, including reducing the amount of traffic on roads, improving pedestrian **and cycle** access, encouraging the use of public transport, **walking and cycling**, and encouraging development forms which make other forms of transport more attractive. The adoption of policies directed at the above outcomes should also help conserve energy and provide for a more sustainable transport environment.

10.4 Anticipated Environmental Results

- Safe, efficient and accessible transport systems.
- Minimal adverse effects on the environment from transportation.
- Efficiency in the use of fossil fuels and in traffic flow on the District's roads.

- Construction of any new road, accessways and parking areas to appropriate use and safety standards.
- Increased use of alternative forms of transport, rather than private cars.
- Improvement to pedestrian and cyclist safety and accessibility throughout Ashburton (Kapuka) town.

10.5 Methods of Implementation

Through the District Plan

- The inclusion of rules to:

  - define a roading hierarchy with associated standards for road design, vehicle access and vehicle crossings;
  - control vehicle access and vehicle crossings onto State Highway 1;
  - set performance standards for property vehicle access and vehicle crossings, parking and loading;
  - provide for rail operations as part of the Ashburton Business Estate;
  - provide for pedestrian and cycle way connections to any new subdivisions;
  - protect the efficiency of the rail network and maintain road and rail safety at railway level crossings**;**
  - **require high traffic generating activities to consider design of the activity and the effectiveness of the methods proposed to manage expected increases in traffic generation and to encourage the use of walking, cycling, and public transport.**

- The inclusion of rules specifying performance standards for road construction, based on the road's intended function within the roading hierarchy.
- Through the use of rules requiring intersections and roads associated with new development and subdivision to be up-graded or designed in such a way as to avoid adverse effects on the surrounding environment.
- Consolidation of existing settlements through the clear definition of the extent of Ashburton (Kapuka) town and other settlements through zoning provisions.
- The use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through routes.
- Collect fair and reasonable contributions from benefiting landowners for the provision of public car-parking in the central commercial area of Ashburton (Kapuka) following the adoption of a Parking Plan.

Outside the District Plan

- Continue to employ a Road Safety Coordinator to work closely with the Ashburton District Road Safety Council.
- The provision of works and services, such as cycleways, landscaping and use of roadside trees to address CO2 emissions.
- The provision of information and promotional material, such as promotion of cycling.
- Council's own practice in managing its vehicle fleet.

- Through the development and implementation of key community and council strategies such as community outcomes, cycling and walking strategy, physical activity strategy, parking strategy, and regional transport strategy.
- To continue to develop and maintain roads in accordance with Government policy such as the Land Transport Act 1998, relevant national policy statements, national environmental standards and other relevant statutory documents.

Through the Council's LTP process

- Continue to maintain and progressively upgrade the roading network throughout the District, to improve traffic safety, efficiency and accessibility.
- Investigate the need for and, where appropriate, develop additional pedestrian areas, walking tracks and cycleways within the District's main towns.
- Minimise congestion through having traffic flow at optimal levels, reducing travel times and pollution.
- Consider how to provide for adequate public car-parking in close proximity to the central commercial area of Ashburton (Kapuka).

10.6 Reasons for Rules

10.6.1 Parking and Loading Space Requirements and Design

Where an activity establishes on a site, there is change of activity, or buildings are altered, the developer is required to supply off-street parking for people with ~~**disabilities**~~ **limited mobility**~~**and cyclists**~~. **Cycle parking is also required, except for visitor parking in the Business A Zone, where public cycle parking is generally available.** On-site loading facilities are also required for activities in the business zones where the movement of goods is likely to occur.

The provision of off-street ~~**parking for people with disabilities, cycle parking and**~~ loading for each activity minimises ~~**the**~~ adverse effects on the safety and efficiency of the road.

Off-street mobility parking improves accessibility and safety for people with mobility impairments. It is expected that only permit holders will use these car parks, in accordance with New Zealand's official mobility parking permit scheme. The users of this scheme include people with disabilities, medical conditions and the elderly who may be in wheelchairs, or have severely restricted ability to walk distances.

The provision of off-street cycle parking which is convenient, accessible and secure encourages the use of an active and sustainable mode of transport. Requiring covered parking for long term cycle parking (i.e. for staff or students) provides rain and UV protection for bikes. Cycle parking will also be considered to provide facilities for parking and storage of electric scooters.

Controls over the surfacing of parking and loading areas have been included to protect the amenity of surrounding properties and public places from noise and dust nuisance. The controls are also intended to avoid deterioration of road and footpath surfaces or vehicle and pedestrian safety through loose surfacing material being carried onto footpaths, roads or service lanes.

Landscape treatments and plantings within large car-park areas can assist in the remedying and mitigation of adverse effects of car-park areas by softening the visual impact and glare, providing some visual relief from large expanses of seal, providing screening from adjoining properties, and providing shade for vehicles in hot weather.

10.6.2 On-Site Manoeuvring

The design of the parking and loading areas are based on 90-percentile design vehicles. The dimensions of these vehicles and their associated turning circle requirements are such that 90 percent of the vehicles in New Zealand comply with their requirements.

Critical manoeuvre areas have been calculated to allow 99 percent of vehicles to use them. These areas are typically bounded by immovable objects such as walls and columns and it is therefore important to provide the space to allow vehicles to manoeuvre easily.

On-site manoeuvring is required for all sites on arterial roads, shared access and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or off a site, which can be the cause of accidents at accesses. Arterial, principal and collector roads have the most protection applied to them as their function is to carry the largest volumes of traffic at the highest level of efficiency.

10.6.3 Queuing Length

A queuing space length is required at the entrance to car parking and loading areas to provide an area off the street for cars to queue while waiting for manoeuvring vehicles or for a parking space. This protects the safety and efficiency of the frontage road from the effects of vehicles requiring queuing on the street and potentially blocking traffic lanes**/footpaths**.

10.6.4 Roading, Access, Vehicle Crossings and Intersections

The rules specifying widths for roads, minimum sight and separation distances are to ensure that all new roads and accesses are created with the capacity to provide accessibility for residents of the area and link up with the adjoining road transport network safely and efficiently, avoiding congestion, and providing for on-street parking and pedestrian/cycle movement.

The rules specifying the development standards for level crossing safety are to minimise the risk of conflict between road and rail users. These standards specify the minimum sightline and separation distances for level crossings and ensure new land use development or roads and accessways provide for the safe and efficient operation of the rail network.

The rules regulating High Traffic Generating Activities are to ensure significant developments avoid or mitigate adverse effects on the transport network, promote opportunities for travel other than by private motor vehicle, and recognise positive transport effects.

Guidance on preparing an Integrated Transport Assessment to address the matters in 10.10.1 is available from New Zealand Transport Agency Research Report No. 422 'Integrated Transport Assessment Guidelines', Abley et al, November 2010.

The rules for private vehicular access are to ensure the accesses can adequately cater for likely anticipated volumes of traffic. Provision for turning areas and passing bays also relate to the likely number of users and have the purpose of avoiding hazardous and inconvenient reverse manoeuvres. Footpaths are required to promote pedestrian safety. Where more than 6 residential units are likely to be served, a road is considered necessary to ensure safe and efficient vehicle movement. Corner roundings are required to facilitate pedestrian movement and safety.

Road upgrading costs have the purpose of ensuring that costs of providing roads of an acceptable standard is apportioned in accordance with the demands placed on those roads by development of subdivisions. Point strips can ensure that contributions to road transport networking will be made in the future as required.

Adequate design and construction standards are needed for vehicle crossings on to arterial roads in the District, in order to ensure that vehicles can enter and leave a site at all times in a safe and convenient manner without causing any adverse effects on the safe and efficient operation of the adjoining road. In all situations, vehicle crossings shall be designed and constructed to a standard that will accommodate the maximum number, size and weight of vehicles intended to visit the site, so that the road berm and footpaths are not damaged by heavy traffic or the number of vehicles visiting the site. The construction and ongoing maintenance costs will be borne by the site owner/occupier.

In order to simplify the driving task by reducing potential conflict points and areas of distraction, there is a requirement to locate vehicle crossings and intersections at varying distances from each other depending on the function of the road. Arterial roads typically carry the highest traffic volumes at higher operating speeds. Distances therefore need to be greater on these roads to allow for driver reaction times and also for longer queuing distances at intersections. It also reduces confusion for drivers who may not otherwise be able to tell whether an indicating vehicle is intending to turn at one driveway or another or at one intersection or another. Similarly, principal and collector roads carry higher traffic volumes at higher operating speeds than local roads and distances of vehicle crossings and intersections from each other are accordingly required to be greater on these roads.

Parts of State Highway 1, between Ashburton (Kapuka) and Hinds (Hekeao) are declared Limited Access Roads in accordance with Section 88 of the Transit New Zealand Act 1989. As a principle function of State Highway 1 is to provide for the through movement of vehicles in a safe and efficient manner, NZTA endeavours to reduce and rationalise the number of accesses onto this road. The objective of this control is to protect and maintain the safety and high level of traffic service on these important routes, which may otherwise be adversely affected by traffic generated by adjacent property.

Similarly the Main South Railway principally functions to provide for the movement of rail freight within and through the District. The New Zealand Railways Corporation aims to reduce and rationalise the number of level crossings throughout the District to maintain the safe and efficient operation of the railway.

Therefore, limitations are required on the number of vehicle crossings to facilitate the intended function of the road hierarchy. High speed arterial roads are intended to function primarily as through roads, with minimal property access, requiring the greatest level of access restriction. Conversely local

roads are intended to provide direct property access and have the least restriction on the number of access points.

Adequate visibility distances are required from vehicle crossings and at intersections to ensure that vehicle movements are as safe and convenient as possible at all times, and without causing any undue adverse effect on the safe and efficient operation of the road. The required visibility distances will increase with increasing vehicle speed on the adjoining road and associated increased stopping distances.

10.6.5 Vehicle Oriented Commercial Activities

It is necessary that vehicles entering and exiting major commercial facilities can do so without adversely affecting the safety and efficiency of traffic along the adjoining roadway. Crossings should be located so that they do not cause a confusion of priorities and result in unexpected or complex manoeuvres resulting in driver confusion or distraction near intersections. Visibility distances from crossings also need to provide for safe vehicle movements with minimal interference to other road users.

10.6.6 Tree Planting – Shading and Intersection Visibility

Existing or future trees have the potential to cause shading or block visibility in ways that could lead to significant safety concerns. Where trees cause shading onto roadways in the winter the potential for icing increases and can lead to road safety incidents. Where trees are planted too close to intersections they can block visibility for motorists and reduce the safety for all road transport network users.

10.7 Rules – Transport

10.7.1 Permitted Activities

Any activity, which complies with all of the following Site Standards below and all relevant Zone and District-Wide Rules, shall be a permitted activity.

10.7.2 Restricted Discretionary Activities

a) Any activity, which does not comply with any one or more of the following Site Standards, shall be a restricted discretionary activity, with the exercise of the Council's discretion being restricted to the matter(s) specified in the applicable assessment matters in 10.10.

b) Any Activity which complies with all of the relevant Site and Zone Standards, shall where the Site Standards specify, be a Restricted Discretionary Activity with the exercise of the Council's discretion being restricted to the matter(s) specified in the applicable assessment matters in 10.10.

10.7.3 Notification / Consultation / Notes

Resource consents in relation to the following matters shall not be publicly notified:

Size of Parking Spaces	Site Standard 10.8.4
Residential Parking Spaces	Site Standard 10.8.5
Cycle Parking	Site Standard 10.8.6
On-site Manoeuvring	Site Standard 10.8.7
Surface of Parking and Loading Areas	Site Standard 10.8.10

Consultation with the New Zealand Transport Agency (NZTA) will be important in the assessment of resource consent applications in relation to the following standards:

State Highway Access	Site Standard 10.9.9

Consultation with the New Zealand Railways Corporation (NZRC) will be important in the assessment of resource consent applications in relation to the following standards:

Direct Access via Railway Level Crossings	Site Standard 10.9.13
Railway Level Crossings – Vehicle Accessway Location and Minimum Sight Distances	Site Standard10.9.14

Notes:

- In addition to compliance with the Transport Rules set out in this section, District-Wide Rules may also apply. If any one or more of the District-Wide Rules apply, the activity may require consent in respect of those rules.
- Prior to commencing any works on any State Highway, approval must be obtained from the New Zealand Transport Agency to work on the transport network.

- Prior to commencing any works on any railway premises, approval must be obtained from the New Zealand Railways Corporation to work on the rail network.
- The Roading Hierarchy is set out in Appendix 10-1.
- Reference should also be made to applicable Zone Rules which may restrict vehicle access and vehicle crossings on some arterial roads.
- Further information on parking design and layouts can be found in NZS4121: 2001 Design for access and mobility: Buildings and associated facilities and AS/NZS2890.1: 2004 Parking Facilities – off street car parking.

10.8 Site Standards – Parking and Loading

10.8.1 High Traffic Generating Activities

a) **Any new subdivision or land use activity, or changes in use that exceed thresholds set out in Table 10-1 shall be classified as a High Traffic Generator and a restricted discretionary activity.**

b) **A Basic Integrated Transport Assessment shall be undertaken for activities that exceed the threshold for a Basic Assessment in Table 10-1 below. The relevant assessment matters shall be restricted to those set out in 10.10.1 a. to c. (Safety and efficiency, Design and Layout, and ITA requirements).**

c) **A Full Integrated Transport Assessment shall be undertaken for activities that exceed the threshold for a Full Assessment in Table 10-1 below. The relevant assessment matters shall be restricted to those set out in 10.10.1 a. to e. (Safety and efficiency, Design and layout, ITA requirements, Heavy vehicles, and Network effects).**

d) **Where an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.**

Table 10-1: Thresholds for High Traffic Generating Activities

Activity	Basic Assessment required	Full Assessment required
Education: Preschools	40 children	90 children
Education: Schools	70 students	170 students
Education: Tertiary	250 FTE students	750 FTE students

Industrial	**5,000m² GFA**	**12,000m² GFA**
Warehousing and distribution	**6,500m² GFA**	**25,000m² GFA**
Health Care Facilities	**300m² GFA**	**1,200m² GFA**
Office	**2,000m² GFA**	**4,800m² GFA**
Residential (excluding retirement homes)	**50 residential sites/units**	**120 residential sites/units**
Retail – Shops and supermarkets	**250m² GFA**	**900m² GFA**
Retail – Large format and bulk goods (excluding trade retail and trade supply activities)	**550m² GFA**	**2,200m² GFA**
Service stations	**2 filling points**	**6 filling points**
Mixed use or other activities not otherwise listed in this table	**50 vehicles per peak hour.** **'Peak hour' means any hour when the greatest number of vehicle movements occurs.**	**120 vehicles per peak hour.**

10.8.2 Car Parking Spaces in the Business A Zone

a) In the Business A Zone of Ashburton where on-site car parking for the convenience of persons working or living on-site is proposed, it shall be provided to the rear of any building(s) on the site and all required loading spaces shall be provided at the rear of building(s) on the site.

10.8.3 Mobility Parking~~Car~~ Spaces ~~for People with Disabilities~~

a) ~~**Where car parking is provided for a non-residential activity, t**~~The minimum number of **mobility** parking spaces **provided** ~~**for people with a disability**~~ shall be **as specified in Table 10-2** ~~**as follows**~~:

- ~~**no spaces required for the first 9 car parking spaces provided on site;**~~
- ~~**1 space where between 10 and 20 car parking spaces are provided on site;**~~
- ~~**2 spaces where between 21 and 50 car parking spaces are provided on site;**~~

~~plus 1 space for every additional 50 car parking spaces provided on site, or part thereof~~

Table 10-2: Mobility Parking Provision

Applicable to	Total number of standard car parking spaces provided on site	Minimum number of mobility parking spaces required
A) Any activity where standard car parking spaces are provided (except for: a. residential activities; or b. visitor accommodation for more than 10 guests); or B) Any activity containing buildings with a GFA of more than 2,500m^2.	1 - 20 spaces	1 space
	21 – 50 spaces	2 spaces
	Every additional 50 spaces, or part thereof	1 space

Note for Table 10-2: Mobility Parking Provision: Mobility parking spaces are required for all buildings with a GFA greater than 2,500m^2. If no other car parking spaces are provided, then the amount of mobility parking spaces required shall be calculated by determining how many mobility parking spaces would be required if one standard parking space per 100m^2 of GFA were provided.

b) ~~Car parking for people with disabilities~~**Mobility parking spaces** shall be**:**
- **on the same site as the activity;**
- located as close as practicable **via the most direct route** to the **accessible** ~~**building**~~ entrance **to the activity with which they are associated;**
- ~~**. The spaces should be**~~ on a level surface**;**
- ~~**and be**~~ clearly marked**;** and
- designed & constructed in accordance with NZS 4121: 2001 Design for access and mobility: Buildings and associated facilities.

10.8.4 Size of Parking Spaces

a) All ~~**required**~~ parking spaces, other than for residential units, shall be designed to accommodate a 90 percentile design motor car (refer Appendix 10-2) and shall be laid out in

accordance with the minimum dimensions specified within Table 10-3 below and as illustrated within Appendix 10-2:

Table 10-3: Minimum Parking Space Dimensions

Type of User	Parking Angle	Stall Width	Aisle Width	Stall Depth[5]
Class 1 [1]	90°	2.5	6.2	5.0
Class 2 [2]	90°	2.6	7.0	5.0
~~**People with disabilities**~~ **Mobility Parking**	90°	3.6	6.2	5.0
All	0° (parallel)	2.1	3.3[3] 6.5[4]	6.1
All	30°	2.5	3.5	4.4
All	45°	2.6	4.2	5.2
All	60°	2.6	5.1	5.7

Notes for Table 10-3:

1. Class 1: medium to long term parking including areas such as employee and commuter parking, long-term town centre parking, sporting facilities, entertainment centres and hotels and motels.

2. Class 2: short term, high turnover parking at retail / commercial activities and where goods can be expected to be loaded into vehicles.

3. One-way aisle only.

4. Two-way aisle.

5. Stall depth may be reduced by 600mm where there is sufficient overhang space in front of the space, provided such space is not required for another parking space, pedestrian path or similar purpose

6. Spaces adjacent to walls or columns shall be 300mm wider than specified within Table 10-3

7. All dimensions are in metres.

10.8.5 Residential Parking Spaces

a) Where residential car parking spaces are provided within a garage, the minimum internal dimensions shall be as set out in Table 10-4:

Table 10-4: Residential Parking Space Dimensions

	Width	Depth
Single	3.1m	5.5m
Double	5.6m	5.6m

b) The minimum width of the entrance to a single garage shall be no less that 2.4 m.

10.8.6 Cycle Parking

a) All developments~~, other than residential and farming,~~**in the Business A Zone** are to provide **long term** cycle parking **on the same site as the activity to at least the minimum numbers specified in Table 10-5.** ~~**at a rate of 1 cycle space for every 20 car parking spaces provided.**~~

b) **In other zones, all developments other than farming activities are to provide Visitor and Long Term cycle parking on the same site as the activity to at least the minimum numbers specified in Table 10-5**

c) **Where the calculation of the number of cycle parks results in a fractional number, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space.**

d) **Where a land use corresponds with two or more similar activities in Table 10-5, the activity with the higher cycle parking rate shall apply. Where there are two or more separate activities on a site, the total requirement for the site shall be the sum of the cycle parking requirements for each activity.**

e) All required **visitor** cycle parking shall be provided **as follows:**

- in cycle stands and laid out in accordance with Appendix 10-3 **and securely anchored to an immovable object;**
- **on the same site and conveniently located to the activity it serves;**
- **clearly visible to cyclists entering the site or appropriately signposted; and**
- **well lit.**

f) **All required long term cycle parking shall be provided as follows:**

- **provided in cycle stands and laid out in accordance with Appendix 10-3;**
- **on the same site as the activity;**
- **well lit and covered;**

- **located in a secure area, unless located in an area where access by the general public is generally excluded; and**
- **where a cycle stand is provided, it shall be laid out in accordance with Appendix 10-3.**

Table 10-5: Minimum Cycle Parks Required

Activity	Visitor Cycle Parks (for the use of customers / visitors)	Long Term Cycle Parks (for the use of staff / students and residents)
Offices	2 cycle parks for the first 500m2 GFA, and 1 space for every 750m2 GFA thereafter	1 per 150m2 GFA
Industrial Activities and Service Activities	Nil	1 per 1,000m2 GFA
Food and Beverage Outlets	1 per 300m2 PFA	1 per 100m2 PFA (2 minimum)
Commercial activities involving retail sales in the Rural Zone	Nil	Nil
Other retail or commercial activities	1 per 500m^2 GFA	1 per 500m2 GFA
Hospitals and Care Homes	1 per 30 beds	1 per 15 beds
Other Health Care Service	<100m2 GFA: Nil ≥100m2 GFA: 1 per 100m2 GFA	<200m2 GFA: Nil ≥200m2 GFA: 1 space per 200m2 GFA
Day Care facilities	2 spaces per centre	1 per 5 FTE staff
Educational Facilities – primary and secondary	1 space per 50 students	Students: 1 cycle or scooter park per 5 pupils, and Staff: 1 cycle park per 5 FTE employees
Educational Facilities – tertiary	1 space per 100 FTE students	1 space per 5 FTE students, and 1 space per 5 FTE employees
Recreational Activities	Sports fields: 3 per field	1 per field
	Swimming pools: 1 per 10m2 pool area	1 space per 500m2 pool area
	Netball / basketball courts: 3 per court	1 space per 500m2 of PFA
	Tennis courts: 1 space per court	
	Gymnasium and dance studios: 1 / 50m2 GFA	
	Other recreation facilities, if not specified above: 1 per 50m2 of PFA	10% of visitor requirement

	(Note: Reserves and Recreation Activities in the Aquatic Park Zone are excluded.)	
Meeting Places / Entertainment Facilities	**Cinemas and theatres: 1 per 30 seats** **Other meeting places / entertainment facilities: 1 per 50m PFA**	**10% of visitor requirement** **Other meeting places / entertainment facilities: 10% of visitor requirement**
Other community activities or places of assembly (not specified above)	**1 per 200m2 of PFA**	**1 per 500m2 PFA**
Boarding houses and visitor accommodation	**1 space per 10 beds**	**1 space per 3 beds**
Residential developments of 20 or more units	**1 per 20 units**	**1 per unit without a dedicated garage**
Retirement Units	**1 per 10 units, for developments with 10 or more units**	**1 space per 5 FTE employees**

10.8.7 On-site Manoeuvring

a) The manoeuvring area from the road transport network boundary to any parking space shall be designed to accommodate a 90 percentile car (refer Appendix 10-4).

b) Onsite manoeuvring for a 90 percentile car (refer Appendix 10-4) shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

- any activity has vehicle access and/or vehicle crossings to an arterial road;
- any activity provides 4 or more parking spaces having vehicle access and/or vehicle crossings onto a principal or collector road;
- any activity provides 10 or more parking spaces;
- three or more residential units share a common **vehicle** access.

10.8.8 Loading Space Provisions

a) Every site in the Business Zones and in the Commercial Area of the Aquatic Park Zone, except for the Business A Zone, shall provide one loading space and associated manoeuvring area.

10.8.9 Loading Areas

a) Every loading space provided shall be of a useable shape and in accordance with the following minimum dimensions:

- 9m deep
- 3.5m wide
- 4.5m high

Except for: activities not involving the trading of goods (e.g. offices), where the gross floor area is less than 1500m², and on street space is available for occasional servicing by larger vehicles, then loading space dimensions shall be in accordance with the following minimum dimensions:

- 6.4m deep
- 3.5m wide
- 3.5m high

b) The manoeuvring area from the road boundary to any loading space shall be designed to accommodate a 90 percentile two axle truck (refer Appendix 10-5).

c) Onsite manoeuvring for a 90 percentile two axle truck shall be provided to ensure that no truck is required to reverse onto or off a site where any development provides loading areas or trade vehicle storage having vehicle access and/or a vehicle crossing onto an arterial, principal or a collector road.

d) If parking or servicing by a large heavy vehicle, such as an articulated truck, is anticipated to occur on a site, then both b) and c) from above apply for the manoeuvring requirements of the vehicle.

e) All loading spaces/areas shall be provided in a location that does not impede any through traffic, or manoeuvring areas, or any pedestrian or cycle access.

10.8.10 Surface of Parking and Loading Areas

a) The surface of all ~~required~~ parking, loading and trade vehicle storage areas in the Residential Zone, Business A, B, and C Zones, and the Aquatic Park Zone (except parking areas within the Recreational Area of the Aquatic Park Zone), shall be formed to provide an all weather surface.

b) The first 3m of all such ~~required~~ areas (as measured from the road boundary) shall be formed and sealed for the full width of the vehicle crossing, to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road transport network or service lane.

c) Parking and loading areas in the Recreational Area of the Aquatic Park Zone shall be formed and oversown with grass so as to maintain the character and appearance of the surrounding recreational area.

10.8.11 Tree Planting within Car Parking Areas

a) Where a car parking area has central parking rows, which do not abut a site boundary or building, trees shall be planted at least 7.5m apart adjacent to the central car parking spaces. The trees shall be protected from damage by vehicles.

10.8.12 Queuing ~~Length~~Requirements

a) Where car parking is provided within a site, a minimum queuing length shall be provided in accordance with Table 10-6 below for vehicles entering the site:

Table 10-6: Queuing Length

Car Parking Spaces Provided	Queuing Length (m)
less than 20	6
21-50	12
51-75	18
76-100	24
100+	30

b) The required queuing length shall be measured from the road boundary at the car park entrance to the nearest vehicle control point or the point where entering cars could conflict with vehicles already on the site.

c) Where more than one vehicle crossing is provided to a site, the required queuing length may be assessed for each access point individually, with each parking space allocated to the nearest entry vehicle crossing for the purpose of the assessment.

d) **Where the following facilities are provided within a site, minimum queuing spaces shall be provided in accordance with Table 10-7 below:**

Table 10-7: Queuing Spaces

Activity	Queuing Spaces
Drive through facilities (excluding service stations)	**5 queuing spaces per booth or facility**
Service Stations	**3 queuing spaces on entry to the site**

10.9 Site Standards – Accessibility and Safety

10.9.1 Roading, Access and Vehicle Crossings

All new roads shall be laid out and vested in the Council, in accordance with Standard NZS4404:2010, other than as specified below:

Table 10-8: New Road Standards

Road Hierarchy	Typical Daily Traffic Volumes (vpd)	Road Width (metres)		Carriageway Width (metres)		Footpath
		Min	Max	Min	Max	
Arterial – urban	>5,000	27	-	15	-	Both Sides
Arterial – rural	>1,000	20	-	8	-	-

a) Where a new road transport network is proposed that is located in a manner that makes it capable of being extended in the future to service additional land, the future potential daily traffic volume for the extended road shall be used to determine the minimum and maximum widths required in Table 10-8 above. This determination shall be based on the greater of the actual number of allotments served or the potential number of allotments that could be served as a permitted or controlled activity.

b) The carriageway of all new road transport networks laid out and vested in accordance with a) above shall be formed and sealed.

c) Footpaths shall be constructed as a sealed strip of 1.5m width within the berm.

d) All areas of berms not sealed in footpath are to be formed in grass.

e) Cul-de-sac shall be constructed with turning heads of the following radii, measured from the centre of the turning head to the kerb face:

- Residential zones and the Residential and Rural-Residential Areas of the Aquatic Park Zone – 9.5m
- All other zones – 15m

f) If the corner lot is included in any subdivision, the corner at the road intersection shall be splayed with a diagonal line reducing each boundary by at least 4 metres from the corner, except that in a Business or Rural Zone or if the highest speed limit on either frontage road is greater than 50km/h, then the diagonal line reducing each boundary shall be at least 6 metres from the corner. The corner rounding or splay shall be vested in the Council.

g) Within any new subdivision, provision shall be made for pedestrian and cycle access links, to a level appropriate to the scale and location of the development.

h) Where a subdivision adjoins land not yet subdivided, provision shall be made for pedestrian, cyclist and vehicle access linkages between the areas, including vesting of land for future road transport network reserves for the purpose of facilitating connections to future roading extensions to serve surrounding land, or planned road links that may need to pass through the subdivision.

10.9.2 Vehicular Access

a) All vehicular access to fee simple title allotments, cross leases, unit titles or leased premises shall be in accordance with the standards set out in Table 10-9 below. This rule shall not apply to vehicle crossings directly on to individual sites, which do not involve an access (refer to the definition of "access"). The following standards in Table 10-9 are minimum standards:

Table 10-9: Vehicular Access

Zone	Potential No of Sites	Length (m)	Legal Width (m)	Carriage-way Width (m)	Turning Area	Passing Bay	Foot-paths
Residential and Aquatic Park	1-2	All	3.5	3.0	Optional	Optional	Optional
Residential and Aquatic Park	3-6	0-50	4.0	3.5	Required	Required	Optional
Residential and Aquatic Park	3-6	50+	4.5	4.0	Required	Required	Required
Rural	Any	All	10.0	4.0	Optional	Optional	Optional
All Other Zones	Any	All	8.0	7.0	Required	Optional	Optional

b) The minimum height clearance for all vehicular accesses shall be 4.5m.

c) Access to allotments with the potential to accommodate more than 6 residential units shall be provided by way of a road and not by a private way or access lot.

d) All vehicle crossings from sealed roads to vehicular accesses shall be sealed for the full berm width of the adjoining road. In the case of the Rural A, B and C Zones, if the access slopes up from the road, the crossing shall be sealed to a minimum distance of 10m from the edge of the carriageway.

e) Where an allotment being created by subdivision or a new land use activity establishes on an existing site that has frontage to a state highway as well as to another road, vehicle access and vehicle crossings to the allotment shall be from the other road transport network, rather than the State Highway.

f) No activity in the lower density area of the Residential C Zone as shown on the Lochhead Outline Development Plan shall have a vehicle access or vehicle crossing to State Highway 77.

Note: For the purposes of this rule, an access shall be taken to slope up from the road if the access has an average gradient of 1:20 or steeper within 10m of the edge of the carriageway.

10.9.3 Distances of Vehicle Crossings from Intersections

a) No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table 10-10 below:

Table 10-10: Minimum Distance of Vehicle Crossings from Intersections

Frontage Road	Intersecting Road Type (distances in metres)					
	Urban			Rural		
	Arterial	Principal / Collector	Local	Arterial	Principal / Collector	Local
Arterial	30	30	30	200	200	200
Principal / Collector	20	20	15	60	50	50
Local	20	15	10	60	50	50

b) Distances shall be measured from the point at which the legal boundary lines of the two road frontages intersect.

c) Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed provided it is located in the position which most nearly complies with the provisions of these rules.

10.9.4 Spacing Between Vehicle Crossings

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).

b) On Principal and Arterial Roads where the legal speed limit is less than 100km/hr, the minimum spacing between successive vehicle crossings (either single or combined) on the same side of the road, shall not be less than 15m. This rule shall not apply to vehicle crossings which serve residential activities only.

c) The separation distances shall be measured from the centre of one vehicle crossing to the centre of the succeeding vehicle crossing, parallel to the centreline of the transport network.

d) Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of this rule.

10.9.5 Maximum Number of Vehicle Crossings

a) The maximum number of vehicle crossings to a site per road frontage shall be in accordance with Table 10-11 below:

Table 10-11: Maximum Number of Vehicle Crossings

Road Hierarchy	Legal Speed Limit for Road (km/hr)	Frontage Length (m)			
		0-20	21-60	61-100	101+
Local & Collector	Any	1	2	2	3
Principal & Arterial	<100	1	1	2	2
Principal & Arterial	100	1	1	1	1

10.9.6 Sight Distances from Vehicle Crossings

a) Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-12 below:

Table 10-12: Minimum Sight Distances from Vehicle Crossings

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
0-50	45
51-60	65
61-70	85
71-80	105
81-100	160

b) All sight distance measurements shall be undertaken in accordance with the diagram in Appendix 10-6.

10.9.7 Design and Construction of Vehicle Crossings onto Arterial Roads

a) The length of any vehicle crossing shall be in accordance with dimensions set out in Table 10-13 below:

Table 10-13: Vehicle Crossing Length

	Minimum	Maximum
Residential	3m	7.5m
Other	4m	9m

b) The vehicle crossing length shall be measured along the property boundary.

c) All vehicle crossings on to arterial and principal roads where the speed limit exceeds 50km/hr shall be designed and constructed in accordance with the diagrams included in Appendices 10-7 – 10-8, except for vehicle crossings to farming activities in Rural Zones; this standard shall only apply where a vehicle crossing provides access or a driveway to building(s).

10.9.8 Vehicle Oriented Commercial Activities

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 10-14 below:

Table 10-14: 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.

10.9.9 State Highway Access

a) Any new subdivision or land use activity that would require direct access to a state highway at a location where there is currently no such direct access, or would require any alteration to, or increase in the use of an existing direct access to such a state highway, shall be a restricted discretionary activity.

10.9.10 Minimum Sight Distances from Intersections

a) Unobstructed sight distances shall be available from all intersections, in accordance with the minimum sight distances specified in Table 10-15 below:

Table 10-15: Minimum Sight Distances from Intersections

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

b) All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6.

10.9.11 Spacing between Intersections

a) All intersections shall be designed and located such that the minimum spacing between successive intersections is not less than the minimum distance specified in Table 10-16 below:

Table 10-16: Minimum Spacing Between Intersections

Legal Speed Limit for Road (km/h)	Minimum Distance (m)
0-50	125
51-60	160
61-70	220
71-80	550
81-100	800

b) The distance shall be measured from the centre of one intersection to the centre of the succeeding intersection, parallel to the centreline of the road.

c) In Rural Zones where the legal speed limit for the road is 100km/hr, the above standard shall apply regardless of the side of the road on which the intersections are located.

d) On roads in other zones, the above standard shall apply to intersections on the same side of the road only.

10.9.12 Tree Planting – Shading and Intersection Visibility

a) No tree shall be allowed to grow such that it shades the carriageway of a road throughout the hours of 10am and 2pm on the shortest day of the year.

b) No tree shall be planted within 30m of a road intersection, measured to the point at which the legal boundary lines of the two road frontages intersect.

10.9.13 Direct Access via Railway Level Crossings

a) Any new subdivision or land use activity that would require direct access over a railway level crossing at a location where there is currently no such direct access, and where no alternative access is provided, or would require any alteration to or increase in use of an existing direct access over a railway level crossing, shall be a restricted discretionary activity.

b) Any new accessway shall be located a minimum of 30 metres from a road/rail level crossing. The 30 metres shall be measured from the closest rail track to the edge of seal on the proposed accessway.

10.9.14 Railway Level Crossings – Vehicle Accessway Location and Minimum Sight Distances

a) Any new vehicle accessway onto a road shall be located a minimum of 30 metres from a railway level crossing, measured from the closest railway track to the edge of seal of the proposed accessway.

b) No obstruction shall be located such that it fails to comply with the railway level crossing approach sight triangles determined in accordance with Appendix 10-9.

Notes:

- The above controls apply to established level crossings. Sightlines are also a factor in the development of the design of new level crossings: however further technical assessment against rail and road design standards, and formal statutory approvals under the Railways Act 2005, are also required from the railway operator (Kiwirail).
- The rail operator (Kiwirail) also has the authority to require the removal of vegetation, walls, fences, and other obstructions from these sightlines under Section 77 of the Railways Act 2005. The inclusion of the above sightline control standard ensures that development and road/rail safety standards are well integrated, and reduce the (later) risk of a landowner being required to remove obstructions.

10.10 Assessment Matters

In considering resource consents for land use activities the Council shall apply the relevant Assessment Matters set out below.

10.10.1 High Traffic Generating Activities

a) **Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).**

b) Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.

c) **Whether the ITA has been prepared by a suitably qualified and experienced transport specialist.**

d) **Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d.**

e) **Having particular regard to the level of additional traffic generated by the activity, whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.**

~~10.10.1~~10.10.2 Parking and Loading Space Requirements and Design, and On-Site Manoeuvring

a) Whether it is physically practicable to provide the ~~**required**~~ parking or loading spaces on the site, in terms of the existing location of buildings, access or driveways to the road, topography and utility location.

b) Whether there is an adequate alternative supply of the required off-street ~~**parking for people with disabilities or**~~ loading spaces in the immediate vicinity. ~~**(In general on-street parking for people with disabilities is not considered an acceptable alternative.)**~~**(In such a situation the Council may require the use of alternative loading spaces to be secured in some manner.)**

c) Whether there is ~~**another site**~~ **a public carpark or other convenient mobility parking solution** in the immediate vicinity that has available parking for people with ~~**disabilities**~~ **limited mobility, and is easily accessible to the site.**~~**or loading spaces which are not required at the same time as the proposed activity.**~~ (In such a situation the Council may require the alternative **mobility** parking ~~**or loading**~~ spaces to be secured in some manner.)

d) Whether a demonstrably less than normal incidence of parking for people with ~~**disabilities**~~**limited mobility**, or loading will be generated by the proposal.

e) Whether an adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required loading space/s on the site.

~~e)~~f) **The extent to which the safety and efficiency of the surrounding roading network, would be adversely affected by loading vehicles parking or manoeuvring on the road/s.**

~~f)~~g) Any cumulative effect of the lack of on-site parking for people with ~~**disabilities**~~**limited mobility,** cycle parking and loading spaces in conjunction with other activities in the vicinity, especially those also not providing the required number of spaces.

~~g)~~

h) The extent to which the safety of pedestrians, both on and off the site will be affected.

i) The extent to which alternative and convenient cycle parking is available within the vicinity of the site.

j) The extent to which the nature of the activity has less demand for cycle parking than anticipated by the Plan requirements.

k) Any potential adverse effects on the safety and security of people and vehicles using the facility.

l) The extent to which there will be any adverse effect on the safety and efficiency of the frontage road.

m) The extent to which any reduction in the design characteristics will result in the parking and loading area and/or access/driveways and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles, cyclists or pedestrians.

n) Whether the proposed surfacing could cause adverse effects on adjacent roads or neighbouring properties.

o) The extent to which planting is unnecessary or inappropriate due to the nature and location of the car-park, the nature of any fencing around the car-park, or the nature and amount of planting on adjoining sites in the vicinity.

~~10.10.2~~10.10.3 Queuing Length

a) The extent to which conflicts between vehicles will be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; or inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.

b) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.

~~10.10.3~~10.10.4 Roading, Access, Vehicle Crossings and Intersections

a) The extent to which the safety and efficiency of the adjoining road/s would be compromised by vehicle crossings or intersections being located closer together, or with a lesser unobstructed sight distance or intersection visibility, than is permitted by the Plan.

b) Whether the speed and volume of vehicles on the road will increase the adverse effects of the use of the vehicle crossing on the safety of road users.

c) Whether safety and efficiency would be enhanced by the provision of acceleration and deceleration lanes.

d) Whether the geometry of the road will mitigate the adverse effects of the vehicle crossing.

e) The extent to which the safety and efficiency of the frontage road would be affected by the creation of additional vehicle crossings.

f) The potential for cumulative effects on the safety and efficiency of the frontage road resulting from new vehicle crossings in addition to existing crossings in the vicinity.

g) The degree to which the location of the intersection, in combination with the position of any proposed or existing vehicular accesses or roads, will affect visibility and thereby, the safe and efficient movement of traffic using the intersection and along the adjoining road taking into account the following matters:

- the numbers and types of manoeuvres anticipated to be undertaken;
- forms of controls at the intersection;
- functions of the intersecting roads;
- the speed and volumes of traffic using the road;
- the physical features of the road i.e. number of lanes, need for acceleration and deceleration lanes, extent of visibility.

h) The degree of compatibility and consistency with the Planning Maps and any Outline Development Plan/s including: Road Hierarchy, location of roads, designations, and location and provision of walkways and cycleways.

i) In the case of access to any subdivision in the Business E Zone (Ashburton Business Estate), the effects of the traffic generated by a subdivision on the Works Road/State Highway 1 and Northpark Road / State Highway 1 intersections and the need for a financial contribution toward the intersections to mitigate the effects of subdivision.

j) The need to provide access for Takata Whenua to waahi tapu and waahi taoka.

k) The need for construction standards and ongoing maintenance for private vehicular access, and entry to individual allotments, whilst ensuring practicality, convenience and safety.

l) Any need to require provision be made in a subdivision for the vesting of road reserves for the purpose of facilitating connections to future roading extensions to serve surrounding land, or

planned road links that may need to pass through the subdivision and the practicality of creating such easements during the time of subdivision application in order to facilitate later development.

m) Any need to require subdividers to enter into agreements that will enable the Council to require the future owners to form and vest roads when other land becomes available.

n) The need for, and practicality of, providing vehicular access and vehicle crossings to all allotments.

o) The degree to which proposed new roads make adequate provision for vehicle movements, car-parking and property accessibility.

p) The provisions of the roading hierarchy, the account taken of pedestrian movement, provision of space for cyclists, amenity values of the street, opportunities for tree planting in the open space of the road to enhance the character and identity of the neighbourhood.

q) The need to provide pedestrian access way facilities and/or cycleways in circumstances where the roading network does not provide sufficient or direct route/s through the locality and to facilities in the vicinity.

r) The need to provide alternative access for car-parking and vehicle loading in Business Zones and in the Commercial Area of the Aquatic Park Zone by way of vested service lanes at the rear of properties, having regard to performance standards for activities within such zones.

s) Any impact of roading and access on water bodies, ecosystems, drainage patterns or the amenities of adjoining properties, including the ability to mitigate such effects through street planting.

t) Whether a proposed subdivision has frontage to any existing road(s) that are not constructed to the standards set out in the rule and/or whether road widening is required, and if so, whether the land uses that will be established on the proposed allotments will increase the use of that road(s) to the extent that forming or upgrading the existing road(s) is required. Accordingly, whether there is any need for the applicant to pay to the Council a financial contribution towards the forming or upgrading of the road(s) (including carriageway formation and widening, berm formation, and the provision of footpaths, kerb and channel). Such financial contribution shall not exceed the extent to which the road(s) serves or is intended to serve the subdivision and, where the road(s) are adjacent to the subdivision, shall not exceed half the cost of the formation or upgrading works.

u) Where any proposed subdivision in any zone has frontage to any existing road(s) that have been formed or upgraded by the Council within the previous 5 years, using financial contributions from an adjoining landowner paid to the Council in accordance with the clause above; the need for the benefiting applicant to pay to the Council a fair financial contribution towards the costs that have been incurred by the Council in forming or upgrading the frontage road(s). Such financial contribution shall not exceed the amounts specified above.

v) Whether adequate sightlines are available from alternative exits or vehicle crossings.

w) The extent to which the safety and efficiency of the intersecting roads would be compromised by a lesser unobstructed sight distance than is permitted in the Plan.

x) The effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including the availability of adequate, unobstructed sight distances from intersections and adequate spacing between intersections.

y) In relation to new or altered access to a state highway, consideration of the nature of use, location, design and number of access points proposed.

z) In relation to a new subdivision or land use activity that would require direct access via a railway level crossing or would require any alteration to or increase in the use of an existing direct access over a railway level crossing, where there is no alternative access provided:

- the potential for adverse effects on the safety and efficiency of the road and railway resulting from the nature, use, location, and design of direct access to a subdivision or land use activity; and
- the ability to obtain alternative legal access to the site

aa) In relation to new vehicle access ways within 30 metres of a railway level crossing, whether vehicles can safely and efficiently enter and exit a site without resulting in the queuing of vehicles blocking the railway corridor

bb) In relation to non-compliance with railway level crossing sightlines, the extent to which the nature, location, scale, and height of any obstruction will obstruct visibility along the railway and adversely affect road and rail safety, having regard to the geometry and orientation of the intersection and the speed and volume of traffic on the road.

~~10.10.4~~10.10.5 Vehicle Oriented Commercial Activities

a) The degree to which the location of the site, in combination with the position of any proposed and existing vehicle crossings and the actual or potential vehicle operation, will affect the safe and efficient movement of traffic onto and off the site and along the adjoining road taking into account the following matters:

- the numbers and types of manoeuvres anticipated to be undertaken at adjacent intersections;
- the forms of control at adjacent intersections;
- the functions of the frontage road and any intersecting roads;
- the speed and volumes of through traffic;
- the physical features of the roadway, i.e. number of lanes, visibility;
- whether the access will be on an upstream or downstream side of the intersection.

b) The ability for vehicles to queue ~~and park~~ or be serviced on site without affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the onsite facilities.

c) The degree to which tankers and other heavy vehicles may enter and exit the site without excessive manoeuvring or disruption to vehicles on the site or the safe movement of vehicles along the adjoining road.

~~10.10.5~~10.10.6 Tree Planting – Shading and Intersection Visibility

a) The extent to which the location, orientation, species and maximum proposed tree(s) will result in shading of the carriageway and a potential for icing which could endanger the safety of motorists.

b) The extent to which tree location, species, maximum height and spread of the proposed tree will obstruct visibility from the intersection of approaching traffic, and adversely affect road safety having regard to the geometry and orientation of the intersection and the speed and volume of vehicles on the road.

c) The extent to which the topography or other existing features are already preventing the direct access of sunlight onto the road.

d) Whether the vegetation existed at the time of notification of the Plan and if so the extent to which the vegetation scale has altered.

Section 10 Appendices

Appendix 10-1: Roading Hierarchy

Arterial Roads

Road ID	Road Name	Part of Road	Start m	End m
31	ARUNDEL RAKAIA GORGE ROAD	From RANGITATA BRIDGE (STH ABUT) to STATE HIGHWAY 77	0	57112
183	EAST STREET ROTARY	From EAST STREET (SOUTH INT) to EAST STREET (SOUTH INT)	0	70

Principal Roads

Road ID	Road Name	Part of Road	Start m	End m
40	**BACK TRACK**	**From BARKERS ROAD EASTBOUND to RAKAIA BARRHILL METHVEN ROAD**	**1969**	**2283**
48	**BARKERS ROAD**	**From HALL STREET to BARKERS ROAD EASTBOUND**	**187**	**2563**
5081	**BARKERS ROAD EASTBOUND**	**From BARKERS ROAD to BACK TRACK**	**0**	**354**
53	BEACH ROAD	From CHALMERS AVENUE ROTARY SOUTH to TREVORS ROAD (ASHBURTON)	0	711
5069	BEACH ROAD EAST	From TREVORS ROAD (ASHBURTON) to RIVER ROAD	0	4436
61	BELT ROAD	From HARRISON STREET ROTARY to RACECOURSE ROAD	0	1159
77	BREMNERS ROAD	From EAST STREET to SEAFIELD ROAD	0	191
78	BRIDGE STREET (ASHBURTON)	From CHALMERS AVENUE ROTARY NORTH to SEAFIELD ROAD	0	1113
108	**CASS STREET**	**From MONA SQUARE (NORTH INT) to WILLS STREET EAST**	**521**	**1196**
713	CHALMERS AVENUE EAST	From CHALMERS AVENUE ROTARY NORTH to SOUTH STREET	0	1576
5052	CHALMERS AVENUE ROTARY NORTH	From CHALMERS AVENUE EAST to CHALMERS AVENUE EAST	0	70
5055	CHALMERS AVENUE ROTARY SOUTH	From CHALMERS AVENUE EAST (NORTH INT) to CHALMERS AVENUE EAST	0	90
112	CHALMERS AVENUE WEST	From SOUTH STREET to CHALMERS AVENUE ROTARY NORTH	0	1578
144	CRACROFT MARONAN ROAD	From MARONAN ROAD to TREVORS ROAD (CAREW)	0	3653
711	DOBSON STREET WEST	From KERMODE STREET WEST to ROBINSON STREET (ASHBURTON)	0	660
182	EAST STREET	From STATE HIGHWAY 1 (SOUTH INT) to STATE HIGHWAY 1 (NORTH INT)	0	2424
736	ELIZABETH AVENUE 01 WEST	From WEST TOWN BELT WEST to ELIZABETH AVENUE 02 ROTARY WEST	0	457
737	ELIZABETH AVENUE 02 ROTARY WEST	From ELIZABETH AVENUE 01 WEST to ELIZABETH AVENUE 01 WEST	0	120
509	ELIZABETH AVENUE 03 RAILWAY	From ELIZABETH AVENUE 02 ROTARY WEST to ELIZABETH AVENUE 04 ROTARY EAST	0	79
5041	ELIZABETH AVENUE 04 ROTARY EAST	From ELIZABETH AVENUE 03 RAILWAY to ELIZABETH AVENUE 03 RAILWAY	0	71
527	ELIZABETH AVENUE 05 NORTH	From ELIZABETH AVENUE 04 ROTARY EAST to STATE HIGHWAY 1	0	159
547	ELIZABETH AVENUE 06 SOUTH	From ELIZABETH AVENUE 04 ROTARY EAST to STATE HIGHWAY 1	0	159

Principal Roads

Road ID	Road Name	Part of Road	Start m	End m
208	FOREST DRIVE	From STATE HIGHWAY 77 to PUDDING HILL ROAD (MT HARDING RD RHS)	0	1389
5008	GRAHAM STREET	From STATE HIGHWAY 1 to GROVE STREET	0	483
232	GRAHAMS ROAD	From GROVE STREET to BOUNDARY ROAD	0	3580
258	HARRISON STREET	From HARRISON STREET ROTARY to FARM ROAD	0	1567
5053	HARRISON STREET ROTARY	From HARRISON STREET to HARRISON STREET	0	66
263	HAVELOCK STREET	From WALKER STREET to CHALMERS AVENUE EAST	113	1710
5054	HAVELOCK STREET ROTARY	From HAVELOCK STREET (NW INT) to HAVELOCK STREET (NW INT)	0	56
278	HINDS ARUNDEL ROAD	From WITHELLS ROAD (NORTH INT) to ARUNDEL RAKAIA GORGE ROAD	20088	20863
328	LAGMHOR ROAD	From STATE HIGHWAY 1 to TINWALD WESTERFIELD MAYFIELD ROAD	0	730
~~**349**~~	~~**LONGBEACH ROAD**~~	~~**From STATE HIGHWAY 1 to SURVEYORS ROAD**~~	~~**0**~~	~~**10054**~~
371	MARONAN ROAD	From STATE HIGHWAY 1 to CRACROFT MARONAN ROAD	0	18202
378	MAYFIELD VALETTA ROAD	From TINWALD WESTERFIELD MAYFIELD ROAD to TRAMWAY ROAD	0	11001
419	MOORE STREET	From STATE HIGHWAY 1 to CHALMERS AVENUE ROTARY SOUTH	0	759
722	OAK GROVE EAST	From HARRISON STREET ROTARY to STATE HIGHWAY 77	0	835
445	OAK GROVE WEST	From STATE HIGHWAY 77 to HARRISON STREET ROTARY	0	821
490	RACECOURSE ROAD	From STATE HIGHWAY 1 to STATE HIGHWAY 77	0	4794
491	**RAILWAY TERRACE EAST**	**From ELIZABETH AVENUE 04 ROTARY EAST to SOUTH TOWN BELT**	**526**	**949**
493	RAKAIA BARRHILL METHVEN ROAD	From WEST TOWN BELT WEST to BACK TRACK	0	33621
536	SEAFIELD ROAD	From BREMNERS ROAD to ~~**MILTON ROAD SOUTH**~~ **CHRISTYS ROAD (EAST INT)**	0	~~**3145**~~ **11818**
551	SMALLBONE DRIVE	From STATE HIGHWAY 77 to ROBINSON STREET (ASHBURTON)	0	410
558	SOUTH STREET	From STATE HIGHWAY 1 to CHALMERS AVENUE EAST	0	688
~~**559**~~	~~**SOUTH TOWN BELT**~~	~~**From THOMPSONS TRACK to SPEED RSTRN 50:70**~~	~~**347**~~	~~**733**~~
570	**STRANGES ROAD**	**From BOUNDARY ROAD to LAKE HOOD DRIVE**	**0**	**1001**
591	THOMPSONS TRACK	From SOUTH TOWN BELT to TRAMWAY ROAD	0	39631
596	TINWALD WESTERFIELD MAYFIELD ROAD	From LAGMHOR ROAD to ARUNDEL RAKAIA GORGE ROAD	0	27355
~~**600**~~	~~**TREVORS ROAD (CAREW)**~~	~~**From CRACROFT MARONAN ROAD to HINDS ARUNDEL ROAD**~~	~~**0**~~	~~**11385**~~
721	WALNUT AVENUE	From HARRISON STREET ROTARY to SH 1 WALNUT AVENUE ROTARY	0	958
715	WALNUT AVENUE NORTH	From SH 1 WALNUT AVENUE ROTARY to CHALMERS AVENUE ROTARY NORTH	0	758
622	WALNUT AVENUE SOUTH	From CHALMERS AVENUE ROTARY NORTH to SH 1 WALNUT AVENUE ROTARY	0	759

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
4	ACTON ROAD	From MICHAEL STREET EAST to CORBETTS ROAD NORTH	0	19696
7	AGNES STREET	From STATE HIGHWAY 1 to ~~MCMURDO STREET~~ THOMSON STREET	0	~~121~~ 241
8	AITKEN STREET	From EAST STREET to CHALMERS AVENUE EAST	0	704
10	ALBERT STREET	From CHALMERS AVENUE ROTARY NORTH to ~~TREVORS ROAD (ASHBURTON)~~ WAKANUI ROAD	0	~~714~~ 1373
17	ALINGTON STREET	From MCMILLAN STREET ROTARY to MORGAN STREET	0	368
19	ALLENS ROAD	From STATE HIGHWAY 77 to RACECOURSE ROAD	0	1733
20	ALLISON STREET	From HARRISON STREET to ELIZABETH STREET	0	383
26	ANDREW STREET	From STATE HIGHWAY 77 to HARRISON STREET	0	462
34	ASHBURTON GORGE ROAD	From ARUNDEL RAKAIA GORGE ROAD to HAKATERE HERON ROAD	0	23869
37	ASHBURTON STAVELEY ROAD	From STATE HIGHWAY 77 to ARUNDEL RAKAIA GORGE ROAD	0	34509
~~40~~	~~BACK TRACK~~	~~From BARKERS ROAD EASTBOUND to RAKAIA BARRHILL METHVEN ROAD~~	~~1969~~	~~2283~~
48	BARKERS ROAD	From MACKIE STREET to HALL STREET	151	187
~~48~~	~~BARKERS ROAD~~	~~From HALL STREET to BARKERS ROAD EASTBOUND~~	~~187~~	~~2563~~
~~5081~~	~~BARKERS ROAD EASTBOUND~~	~~From BARKERS ROAD to BACK TRACK~~	~~0~~	~~354~~
51	BATHURST STREET	From HARRISON STREET to MIDDLE ROAD	0	419
5069	BEACH ROAD EAST	From RIVER ROAD to WAKANUI SCHOOL ROAD	4436	8477
77	BREMNERS ROAD	From SEAFIELD ROAD to NORTHPARK ROAD	191	1905
78	BRIDGE STREET (ASHBURTON)	From SEAFIELD ROAD to GLASSWORKS ROAD	1113	2002
82	BRUCEFIELD AVENUE	From PRINCES STREET to END (SHOWGROUNDS)	0	644
95	BURNETT STREET EAST	From EAST STREET to WILLIAM STREET	0	465
717	BURNETT STREET WEST	From PARK STREET to STATE HIGHWAY 1	461	684
449	BURROWES ROAD	From ROLLESTON STREET EAST to ELIZABETH AVENUE	128	260
100	CAMERON STREET EAST (ASHBURTON)	From EAST STREET to CASS STREET	0	224
107	CARTERS TERRACE	From STATE HIGHWAY 1 to GROVE STREET	0	489
108	CASS STREET	From SOUTH STREET to MONA SQUARE (SOUTH INT)	117	308
~~108~~	~~CASS STREET~~	~~From MONA SQUARE (NORTH INT) to WALNUT AVENUE SOUTH~~	~~521~~	~~1827~~
108	CASS STREET	From WILLS STREET EAST to WALNUT AVENUE NORTH	1196	1827
111	CAVENDISH STREET	From HARRISON STREET to MIDDLE ROAD	0	345
109	CATHERINE STREET	From STATE HIGHWAY 1 to MCMURDO STREET	0	121
113	CHAPMAN STREET (METHVEN)	From MCMILLAN STREET ROTARY to MORGAN STREET	0	322
118	CHERTSEY KYLE ROAD	From STATE HIGHWAY 1 to CHERTSEY LINE ROAD	0	131
118	CHERTSEY KYLE ROAD	From PENDARVES RAKAIA ROAD to MCCRORYS RD (L) CHRISTYS RD (R)	10185	10253
122	CHRISTYS ROAD	From BEACH ROAD EAST to CHERTSEY KYLE ROAD	0	15942
5010	COLDSTREAM ROAD	From STATE HIGHWAY 1 to EALING ROAD	0	14992
135	COMPANY ROAD	From SEAFIELD ROAD to FAIRFIELD ROAD	0	4482
136	COMPTON STREET	From MELCOMBE STREET to GEORGE STREET	0	118

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
146	CREEK ROAD	From WALNUT AVENUE to RACECOURSE ROAD	0	1168
148	CROSS STREET	From STATE HIGHWAY 77 to HARRISON STREET	0	730
5009	DELAMAINE STREET	From STATE HIGHWAY 1 to HINDS ARUNDEL RD	0	373
163	DOBSON STREET EAST	From STATE HIGHWAY 1 to CHALMERS AVENUE EAST	0	713
179	EALING ROAD	From STATE HIGHWAY 1 to COLDSTREAM ROAD	0	14226
512	ELIZABETH AVENUE 07 EAST	From STATE HIGHWAY 1 to BURROWES ROAD	0	475
188	ELIZABETH STREET	From GRIGG STREET (ASHBURTON) to ALLENS ROAD	0	1071
189	EMERSONS ROAD	From COLDSTREAM ROAD to PYES ROAD	0	4292
193	FAIRFIELD ROAD	From SILVER FERN FARMS ACCESS [PRIVATE] to SINGLETREE ROAD	0	3140
777	FAIRFIELD ROAD WEST	From STATE HIGHWAY 1 to SILVER FERN FARMS ACCESS [PRIVATE]	0	819
195	FARM ROAD	From STATE HIGHWAY 77 to RACECOURSE ROAD	0	1388
204	FITZGERALD ROAD	From BONNINGTONS ROAD to RIVER ROAD	0	3668
207	FORDS ROAD	From THOMSON STREET to BOUNDARY ROAD	0	4913
209	FORKS ROAD	From ASHBURTON STAVELEY ROAD to ARUNDEL RAKAIA GORGE ROAD	0	10942
214	**FRASERS ROAD**	**From TINWALD WESTERFIELD MAYFIELD ROAD to MARONAN VALETTA ROAD**	**0**	**21414**
227	**GLASSWORKS ROAD**	**From BREMNERS ROAD to COMPANY ROAD**	**0**	**1127**
232	GRAHAMS ROAD	From STRANGES ROAD to LONGBEACH ROAD	3719	21068
723	**GRIGG STREET (ASHBURTON)**	**From BURNETT STREET to ELIZABETH STREET**	**0**	**606**
243	**GROVE STREET**	**From CARTERS TERRACE to CATHERINE STREET**	**0**	**1759**
251	HALL STREET	From STATE HIGHWAY 77 to BARKERS ROAD	0	118
253	**HANRAHAN STREET**	**From BELT ROAD to TURTON STREET**	**0**	**803**
261	HASSAL STREET	From STATE HIGHWAY 1 to THOMSON STREET	0	309
270	**HEPBURNS ROAD**	**From RACECOURSE ROAD to WINCHMORE DROMORE ROAD**	**0**	**8370**
278	HINDS ARUNDEL ROAD	From DELAMAINE STREET to WITHELLS ROAD (SOUTH INT)	0	20064
292	ISLEWORTH ROAD	From STATE HIGHWAY 1 to PYES ROAD	0	12733
302	JANE STREET	From STATE HIGHWAY 1 to MCMURDO STREET	0	121
5065	JB CULLEN DRIVE	From NORTHPARK ROAD to WORKS ROAD (RAILWAY CROSSING)	0	2015
756	JB CULLEN DRIVE ROTARY	From JB CULLEN DRIVE (SW INT) to JB CULLEN DRIVE (SW INT)	0	96
306	JOHNSTONE STREET (TINWALD)	From STATE HIGHWAY 1 to MCMURDO STREET	0	122
317	KERMODE STREET EAST	From EAST STREET to MONA SQUARE	0	163
716	KERMODE STREET WEST	From STATE HIGHWAY 77 to STATE HIGHWAY 1	0	470
767	KERMODE STREET WEST ROTARY	From KERMODE ST WEST (NORTH INT) to KERMODE ST WEST (NORTH INT)	0	36
320	KING STREET (ASHBURTON)	From EAST STREET to BRUCEFIELD AVENUE	0	343
323	KITCHENER STREET	From BRUCEFIELD AVENUE to BRIDGE STREET	0	295
5085	LAKE HOOD DRIVE	From STRANGES ROAD to ~~**BRIDGEWATER QUAY**~~ **BRIDGE (WEST ABUT)**	0	~~**1299**~~ **1989**

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
803	**LAKE HOOD DRIVE ROTARY**	**From LAKE HOOD DRIVE (NORTH INT) to LAKE HOOD DRIVE (NORTH INT)**	**0**	**76**
333	LAURISTON BARRHILL ROAD	From LINE ROAD to RAKAIA BARRHILL METHVEN ROAD	0	8830
344	LINE ROAD	From METHVEN CHERTSEY ROAD to THOMPSONS TRACK	0	17500
345	LISMORE MAYFIELD ROAD	From ARUNDEL RAKAIA GORGE ROAD to CRACROFT MARONAN ROAD	0	12406
349	LONGBEACH ROAD	From ~~**SURVEYORS ROAD**~~ **STATE HIGHWAY 1** to GRAHAMS ROAD	~~**10054**~~ **0**	~~**14766**~~ **15064**
359	**MACKIE STREET (METHVEN)**	**From BARKERS ROAD to METHVEN CHERTSEY ROAD**	**0**	**340**
360	**MACKIE STREET (RAKAIA)**	**From ELIZABETH AVENUE 02 ROTARY WEST to RAKAIA TERRACE (AT CORNER)**	**0**	**580**
5079	**MAGNOLIA DRIVE**	**From BRIDGE STREET to BRAEBROOK DRIVE (AT CORNER)**	**0**	**580**
367	MANCHESTER STREET	From STATE HIGHWAY 1 to MCMURDO STREET	0	121
370	MARONAN EALING ROAD	From WITHELLS ROAD to MCDOUGALLS ROAD	0	15213
372	MARONAN VALETTA ROAD	From MARONAN ROAD to VALETTA WESTERFIELD ROAD	0	19962
377	MAYFIELD KLONDYKE ROAD	From ARUNDEL RAKAIA GORGE ROAD to ~~**MOORHOUSE ROAD (SE INT)**~~ **HINDS GORGE ROAD**	0	~~**1003**~~ **7218**
384	MCCRORYS ROAD	From CHERTSEY KYLE ROAD to ACTON ROAD	0	13482
106	MCDOUGALLS ROAD	From CRACROFT MARONAN ROAD to MARONAN EALING ROAD	0	25
395	MCLENNANS BUSH ROAD	From STATE HIGHWAY 77 to ROSEHILL ROAD	0	2432
397	MCMILLAN STREET	From ~~**MCMILLAN STREET ROTARY**~~ **SOUTH BELT** to FOREST DRIVE	~~**330**~~ **0**	436
753	MCMILLAN STREET ROTARY	From MCMILLAN STREET (SOUTH INT) to MCMILLAN STREET (SOUTH INT)	0	82
399	**MCNALLY STREET**	**From RANGE STREET to END OF LEGAL ROAD**	**0**	**296**
402	MELCOMBE STREET	From BUCKLEYS TERRACE to MARONAN ROAD	0	2268
698	MELCOMBE STREET RAIL CROSSING NORTH	From STATE HIGHWAY 1 to MELCOMBE STREET	0	90
697	MELCOMBE STREET RAIL CROSSING SOUTH	From STATE HIGHWAY 1 to MELCOMBE STREET	0	61
186	METHVEN CHERTSEY ROAD	From STATE HIGHWAY 77 to LINE ROAD	0	644
405	MICHAEL STREET EAST	From RAILWAY TERRACE EAST to ACTON ROAD	0	718
406	MIDDLE ROAD	From CREEK ROAD to BATHURST STREET	0	1556
412	**MILTON ROAD SOUTH**	**From SEAFIELD ROAD to END OF LEGAL ROAD**	**0**	**4160**
414	MITCHAM ROAD	From STATE HIGHWAY 1 to RAKAIA BARRHILL METHVEN ROAD	0	24376
416	MONA SQUARE	From CASS STREET (SW INT) to CASS STREET (NE INT)	0	212
422	**MORGAN STREET (METHVEN)**	**From FOREST DRIVE to SOUTH BELT**	**0**	**521**
427	MOUNT HUTT STATION ROAD	From STATE HIGHWAY 77 (SOUTH INT) to STATE HIGHWAY 77 (NORTH INT)	1990	10952
432	**NELSON STREET**	**From CHALMERS AVENUE EAST to TREVORS ROAD**	**0**	**716**
436	**NIXON STREET**	**From MELCOMBE STREET to TARBOTTONS ROAD**	**0**	**486**
439	NORTHPARK ROAD	From STATE HIGHWAY 1 to JB CULLEN DRIVE	0	330
462	PARK STREET	From KERMODE STREET WEST to WILLS STREET WEST	0	717

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
467	PENDARVES RAKAIA ROAD	From STATE HIGHWAY 1 to CHERTSEY KYLE ROAD	0	12364
469	**PETER STREET WEST**	**From EAST STREET to WILLIAM STREET**	**0**	**462**
480	POPLAR ROAD	From LONGBEACH ROAD to COLDSTREAM ROAD	0	12826
484	PRINCES STREET	From EAST STREET to BRIDGE STREET	0	709
485	PUDDING HILL ROAD	From FOREST DRIVE (MT HARDING RD RHS) to ARUNDEL RAKAIA GORGE ROAD	0	8591
488	**QUEENS DRIVE**	**From STATE HIGHWAY 1 to CREEK ROAD**	**0**	**581**
491	RAILWAY TERRACE EAST	From MICHAEL STREET EAST to ~~SOUTH TOWN BELT~~ **ELIZABETH AVENUE 04 ROTARY EAST**	~~224~~ **219**	~~954~~ **477**
492	RAILWAY TERRACE WEST	From ELIZABETH AVENUE 02 ROTARY WEST to SOUTH TOWN BELT	609	1000
~~508~~	~~RHODES STREET~~	~~From HINDS ARUNDEL ROAD to BENNETT STREET~~	~~0~~	~~230~~
511	RIVER ROAD	From FITZGERALD ROAD to ~~END OF ROAD~~ **HAKATERE DRIVE**	10286	~~12448~~ **11911**
515	ROBINSON STREET (ASHBURTON)	From START OF ROAD to RANGE STREET	0	824
519	ROLLESTON STREET EAST	From BURROWES ROAD to MICHAEL STREET EAST	623	787
524	**RULES ROAD**	**From CHERTSEY ROAD to PENDARVES RAKAIA ROAD**	**0**	**5911**
526	**RUSSELL AVENUE**	**From RACECOURSE ROAD to SAUNDERS ROAD**	**0**	**375**
531	**SAUNDERS ROAD**	**From STATE HIGHWAY 1 to CREEK ROAD**	**0**	**550**
~~536~~	~~SEAFIELD ROAD~~	~~From MILTON ROAD SOUTH to CHRISTYS ROAD~~	~~3145~~	~~11818~~
546	**SHORT STREET**	**From PARK STREET to BURNETT STREET**	**0**	**439**
550	SINGLETREE ROAD	From SEAFIELD ROAD to CHERTSEY ROAD	0	8862
554	**SMITHFIELD ROAD**	**From SEAFIELD ROAD to MILTON ROAD SOUTH**	**0**	**2302**
557	SOUTH BELT	From STATE HIGHWAY 77 to MORGAN STREET	0	640
559	**SOUTH TOWN BELT**	**From HARDYS ROAD to STATE HIGHWAY 1**	**0**	**750**
~~570~~	~~STRANGES ROAD~~	~~From BOUNDARY ROAD to HUNTINGDON AVENUE~~	~~0~~	~~2094~~
573	**SUFFOLK STREET**	**From WILLOW STREET to TREVORS ROAD**	**0**	**459**
724	TANCRED STREET EAST (ASHBURTON)	From EAST STREET to ~~WILLIAM STREET~~ **CHALMERS AVENUE EAST**	0	~~466~~ **705**
579	TANCRED STREET WEST (ASHBURTON)	From PARK STREET to STATE HIGHWAY 1	0	223
587	**THE MALL**	**From MCMILLAN STREET ROTARY to STATE HIGHWAY 77**	**0**	**125**
592	**THOMSON STREET**	**From CARTERS TERRACE to HASSAL STREET**	**0**	**2155**
598	TRAMWAY ROAD	From THOMPSONS TRACK to ARUNDEL RAKAIA GORGE ROAD	0	10493
599	TREVORS ROAD (ASHBURTON)	From ALBERT STREET to BEACH ROAD EAST	0	1208
600	**TREVORS ROAD (CAREW)**	**From CRACROFT MARONAN ROAD to HINDS ARUNDEL ROAD**	**0**	**11385**
603	TUCKER STREET	From BELT ROAD to TURTON STREET	0	619
604	**TURTON STREET**	**From MIDDLE ROAD to ALLENS ROAD**	**0**	**367**
609	VALETTA WESTERFIELD ROAD	From TINWALD WESTERFIELD MAYFIELD ROAD to MAYFIELD VALETTA ROAD	0	12447
611	VICTORIA STREET	From CAMERON ST EAST to CHALMERS AVENUE EAST	0	723
615	WAKANUI ROAD	From CHALMERS AVENUE EAST to BEACH ROAD EAST	0	7283

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
~~617~~	~~WAKANUI SCHOOL ROAD~~	~~From BEACH ROAD EAST to WILSONS ROAD (STAGGERED INT)~~	~~0~~	~~1742~~
620	WALKER STREET	From STATE HIGHWAY 77 to ELIZABETH STREET	0	564
628	WELLINGTON STREET	From CHALMERS AVENUE EAST to TREVORS ROAD (ASHBURTON)	0	718
636	WILKIN STREET	From STATE HIGHWAY 1 to ~~THOMSON STREET~~ GROVE STREET	0	~~243~~ 485
637	WILLIAM STREET (ASHBURTON)	From PRINCES STREET to THE TERRACE	0	1937
643	WILLS STREET EAST	From EAST STREET to ~~VICTORIA STREET (STAGGERED INT)~~ CHALMERS AVENUE EAST	0	~~275~~ 722
710	WILLS STREET WEST	From OAK GROVE WEST to STATE HIGHWAY 1	0	988
644	WILSONS ROAD	From BEACH ROAD EAST to BONNINGTONS ROAD	0	7040
646	WINCHMORE LAURISTON ROAD	From STATE HIGHWAY 77 to LINE ROAD	0	10800
656	WITHELLS ROAD	From STATE HIGHWAY 1 to ~~END OF SEAL~~ MARONAN EALING ROAD	0	~~300~~ 267
656	WITHELLS ROAD	From HINDS ARUNDEL ROAD (SOUTH INT) to HINDS ARUNDEL ROAD (NORTH INT)	11566	11591
662	WORKS ROAD	From STATE HIGHWAY 1 to JB CULLEN DRIVE (RAILWAY CROSSING)	0	385

Local Roads

All other Ashburton District Council Roads (formed or unformed).

The following roads are owned and managed by the New Zealand Transport Agency, but are included for clarity.

State Highways

Road ID	Road Name	Part of Road	Start m	End m
10401	SH 1 RS 401 RAKAIA TO CHERTSEY [BRIDGE STREET]	From RAKAIA TERRACE to SOUTH TOWN BELT	376	1268
10401	SH 1 RS 401 RAKAIA TO CHERTSEY [RAKAIA HIGHWAY]	From RAKAIA RIVER BRIDGE (SOUTH ABUT) to RAKAIA TERRACE	0	376
10401	SH 1 RS 401 RAKAIA TO CHERTSEY [RAKAIA HIGHWAY]	From SOUTH TOWN BELT to SH 1 RS 416	1268	14667
10416	SH 1 RS 416A CHERTSEY TO ASHBURTON [RAKAIA HIGHWAY]	From RS 416 SIGN to RACECOURSE ROAD	0	12071
10416	SH 1 RS 416A CHERTSEY TO ASHBURTON [WEST STREET]	From RACECOURSE ROAD to SH 1 WALNUT AVENUE ROTARY (NORTH INT)	12071	13222
10428	SH 1 RS 416B WALNUT AVENUE ROTARY [WEST STREET ROUNDABOUT]	From STATE HIGHWAY 1 (NORTH INT) to STATE HIGHWAY 1 (NORTH INT)	0	78
10429	SH 1 RS 416C ASHBURTON [WEST STREET]	From SH 1 WALNUT AVENUE ROTARY (SOUTH INT) to STATE HIGHWAY 77 (MOORE STREET)	13273	14470
10430	SH 1 RS 430 ASHBURTON TO HINDS [ARCHIBALD STREET]	From ASHBURTON RIVER (BRDG SOUTH ABUT) to SPEED RSTRN 70:100 ASHBURTON	953	3650
10430	SH 1 RS 430 ASHBURTON TO HINDS [ASHBURTON RIVER BRIDGE]	From ASHBURTON RIVER (BRDG NORTH ABUT) to ASHBURTON RIVER (BRDG SOUTH ABUT)	597	953
10430	SH 1 RS 430 ASHBURTON TO HINDS [EAST STREET]	From STATE HIGHWAY 77 to ASHBURTON RIVER (BRDG NORTH ABUT)	0	597
10430	SH 1 RS 430 ASHBURTON TO HINDS [HINDS HIGHWAY]	From SPEED RSTRN 70:100 ASHBURTON to HINDS RIVER (BRDG NORTH ABUT)	3650	16510
10447	SH 1 RS 447 HINDS TO RANGITATA [HINDS HIGHWAY]	From HINDS RIVER (BRDG SOUTH ABUT) to SPEED RSTRN 100:70 HINDS	85	368
10447	SH 1 RS 447 HINDS TO RANGITATA [HINDS RIVER BRIDGE]	From HINDS RIVER (BRDG NORTH ABUT) to HINDS RIVER (BRDG SOUTH ABUT)	0	85
10447	SH 1 RS 447 HINDS TO RANGITATA [PETERS STREET]	From SPEED RSTRN 100:70 HINDS to SPEED RSTRN 70:100 HINDS	368	1680
10447	SH 1 RS 447 HINDS TO RANGITATA [RANGITATA HIGHWAY]	From SPEED RSTRN 70:100 HINDS to RANGITATA RVR BRDG NTH BRNCH (NTH ABUT)	1680	15225
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [ALFORD FOREST ROAD]	From OAK GROVE WEST to SPEED RSTRN 50:100 ASHBURTON	1116	3005
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [ASHBURTON RAKAIA GORGE ROAD]	From SPEED RSTRN 50:100 ASHBURTON to BRAEMAR LAURISTON ROAD	3005	16930
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [MOORE STREET]	From STATE HIGHWAY 1 (WEST STREET) to SMALLBONE DRIVE	0	484
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [RIVER TERRACE]	From SMALLBONE DRIVE to OAK GROVE WEST	484	1116
77017	SH 77 RS 17 BRAEMAR TO METHVEN [ASHBURTON RAKAIA GORGE ROAD]	From BRAEMAR LAURISTON ROAD to SPEED RSTRN 100:50 METHVEN	0	15960
77017	SH 77 RS 17 BRAEMAR TO METHVEN [MAIN STREET]	From SPEED RSTRN 100:50 METHVEN to SH 77 RS 33	15960	16830
77033	SH 77 RS 33 METHVEN TO MT HUTT [MAIN STREET]	From SH 77 RS 33 to SPEED RSTRN 50:100 METHVEN	0	860

77033	SH 77 RS 33 METHVEN TO MT HUTT [MT HUTT STATION ROAD]	From SPEED RSTRN 50:100 METHVEN to HOLMES ROAD	860	1266
77033	SH 77 RS 33 METHVEN TO MT HUTT [MT HUTT STATION ROAD]	From HOLMES ROAD to MOUNT HUTT STATION ROAD	1266	2773
77033	SH 77 RS 33 METHVEN TO MT HUTT [WAIMARAMA ROAD]	From MOUNT HUTT STATION ROAD to SH 77 RS 43	2773	9760
77043	SH 77 RS 43 MT HUTT TO RAKAIA GORGE [ARUNDEL RAKAIA GORGE ROAD]	From SH 77 RS 43 to RAKAIA GORGE BRIDGE NO.1 (SW ABUT)	0	9959

Description of Roading Hierarchy

Typical Total Daily Traffic Flows

Road Hierarchy	Location	Vehicles per day
Arterial	urban	>5000
Arterial	rural	>1000
Principal	urban	1000 to 6000
Principal	rural	500 to 1500
Collector	urban	200 to 2000
Collector	rural	150 to 800
Local	urban	<250
Local	rural	<200

For the purposes of calculating Typical Total Daily Traffic Flows (VPD) on local roads, the minimum vacant allotment size for the respective zone shall determine the number of household units, which in turn will be deemed to generate 10 vehicle movements per day.

Explanation and Reasons for Hierarchy

The Council has established the hierarchy of roads to classify each road by the balance of its planned traffic functions and its use as access for adjacent land uses. The highest classified roads (Arterials) provide for predominantly through traffic function and these are consistent with the State Highway network through the District. The lowest classification (Local) roads provide for primary access to adjacent land and properties and through traffic use is discouraged. In this way the hierarchical network provides for the efficient and safe movement of people and goods while reducing the conflicts arising between traffic requirements and the surrounding environment.

Overall, the various types of road combine to form a complementary network. Consistency of standards for upgrading and new additions to this network are important to ensure all components continue to operate effectively together, to maintain safety standards and amenity values for residential areas. The programme of works for upgrading and additions to the road network will be implemented through the Annual Plan.

The function of each road classification within the hierarchy is as follows:

Arterial Roads

Arterial roads are the dominant elements of the roading network connecting the major localities of the region, both within and beyond the main urban area and link to the most important external localities. Some arterials, particularly parts of the State Highways, serve an important by-pass function within the townships, directing traffic through the District to areas beyond. Arterial roads cater especially for longer trips and generally link to other arterial roads and collector roads. They will be constructed and managed to minimise their local access function.

Principal Roads

Principal roads provide the connections between arterial roads and inter-connect the major rural, suburban, commercial and industrial areas. They may also define the boundaries of neighbourhood areas, along with arterial roads. Generally, these roads cater for trips of intermediate length. They will generally connect to arterial roads and to collector roads. Some of these roads are essential routes to more remote parts of the region and to recreation facilities such as ski-fields and parks.

Collector Roads

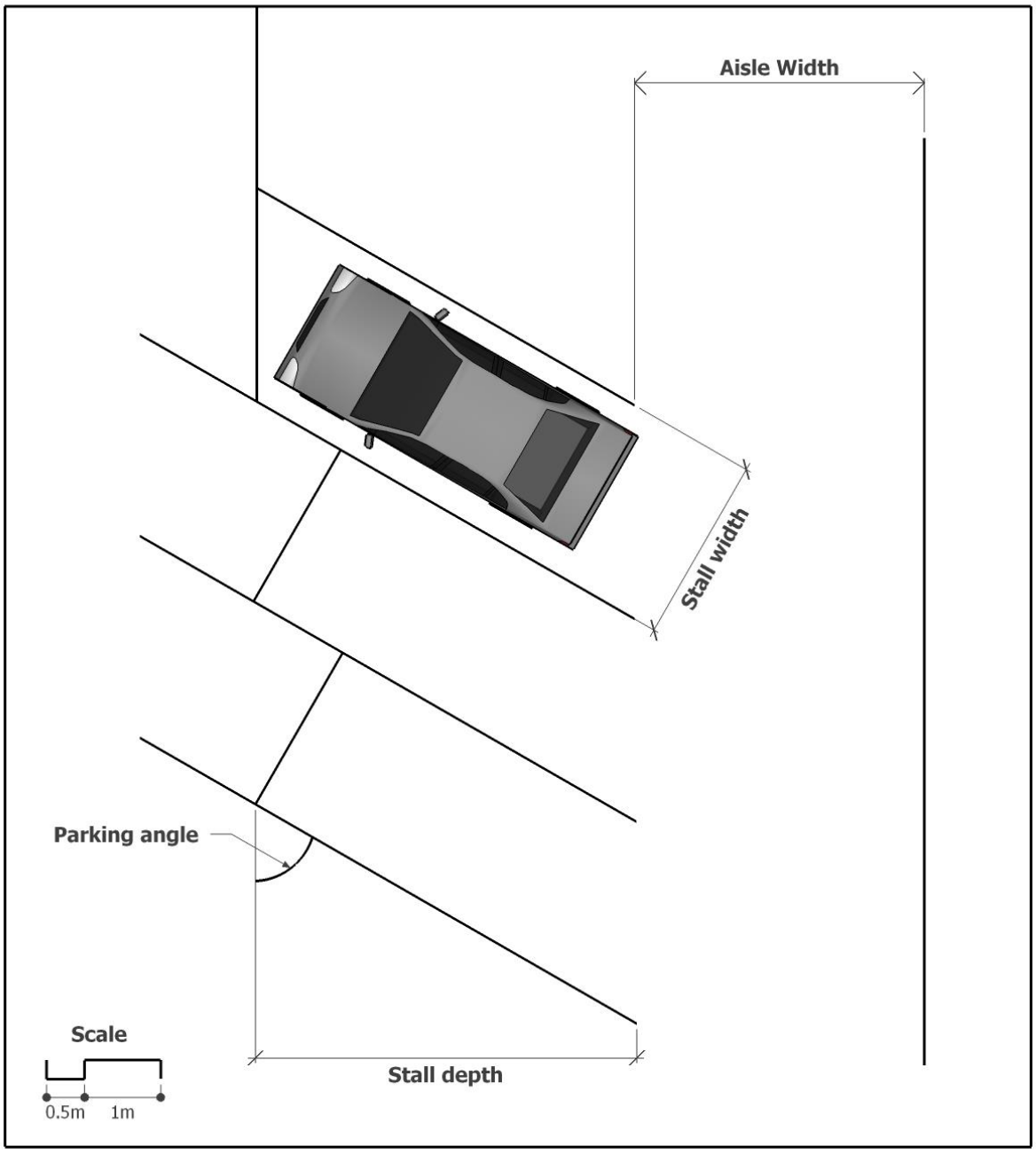
Collector roads distribute and collect local traffic within and between neighbourhoods and link rural communities. They link to the arterial network and act as local spine roads within neighbourhoods. Their traffic movement function must be balanced against the property access function which they provide.

Local Roads

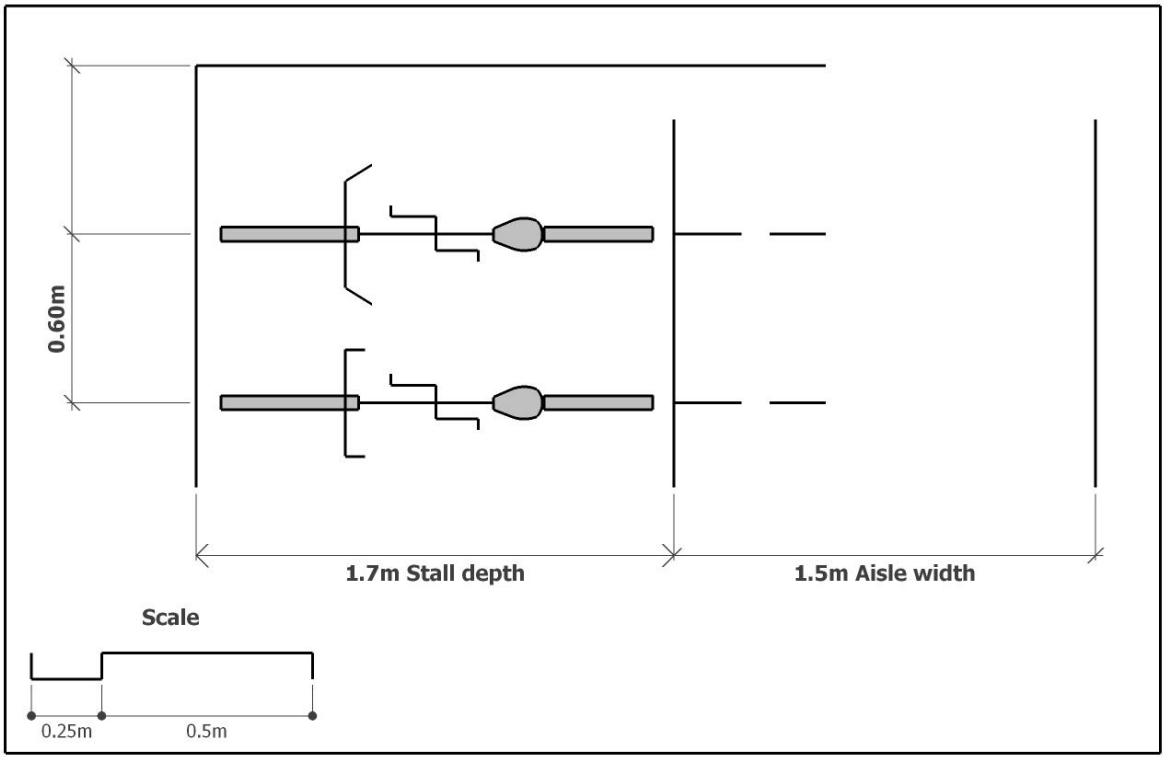
Local roads make up the balance of rural and urban roads across the District and form the neighbourhood areas between the traffic corridors formed by roads of higher classification. These roads may also act as cycle routes and provide areas of open space. They may also function as pedestrian malls or parking precincts by the banning of through traffic.

Ongoing roading improvements on all roads will eventually provide continuity of travel with roads of similar function having similar design and access controls. By emphasising traffic functions in Arterial and Principal roads the amenity values of residential areas on lower classified roads can be protected from adverse through-traffic effects by the adoption of various traffic management measures. This allows local roads in residential areas to act not only as access routes to properties, but also to provide areas for landscape planting. In some cases, local roads may be narrowed when reconstructed to better reflect the function of the road. Where this occurs excess land may be used for landscape planting or legally stopped and sold to adjacent land owners.

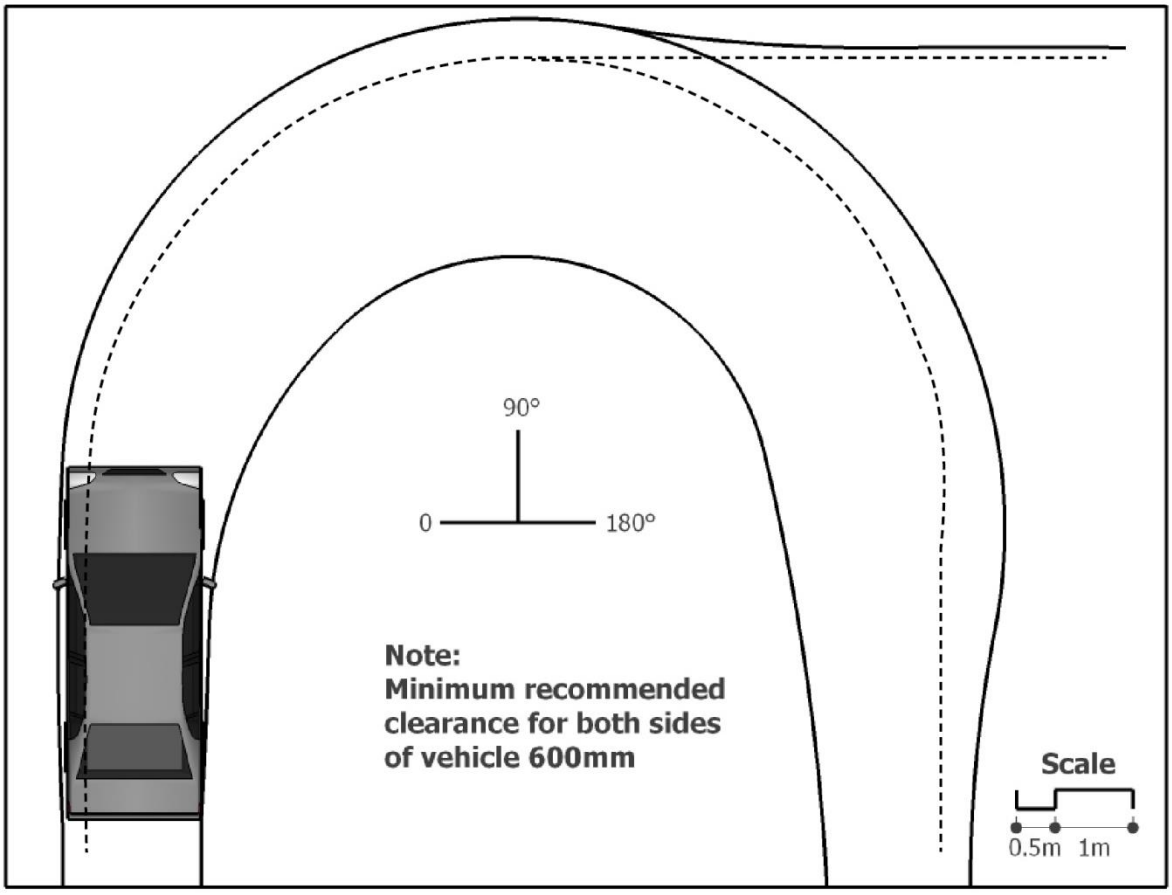
Appendix 10-2: Car Parking Space Layouts

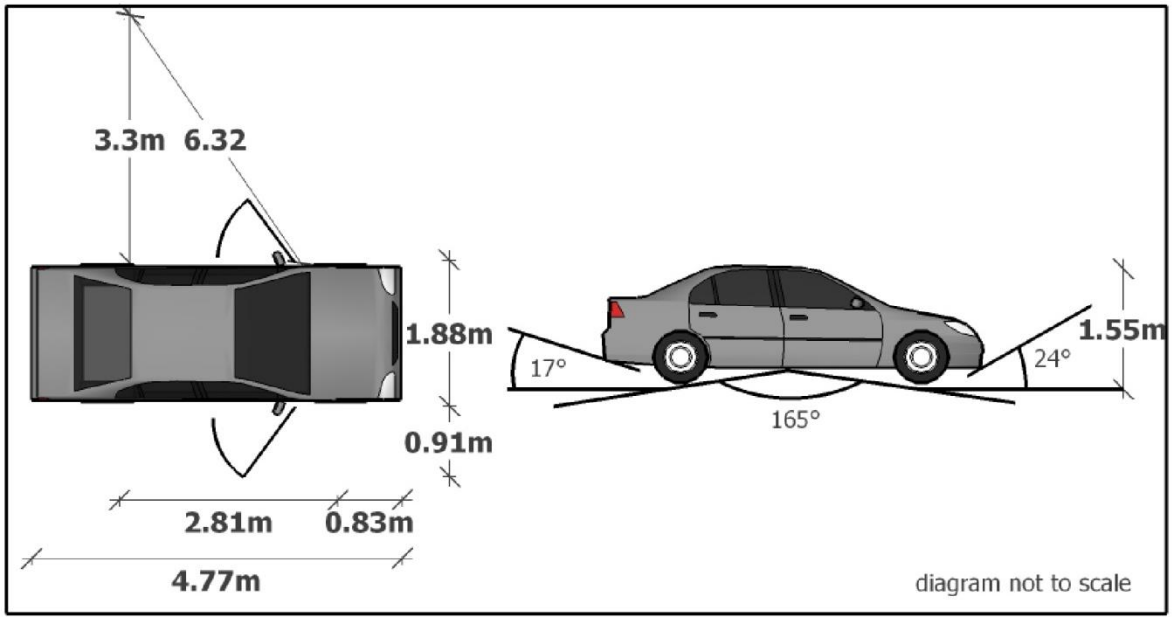


Appendix 10-3: Cycle Parking Space Layouts

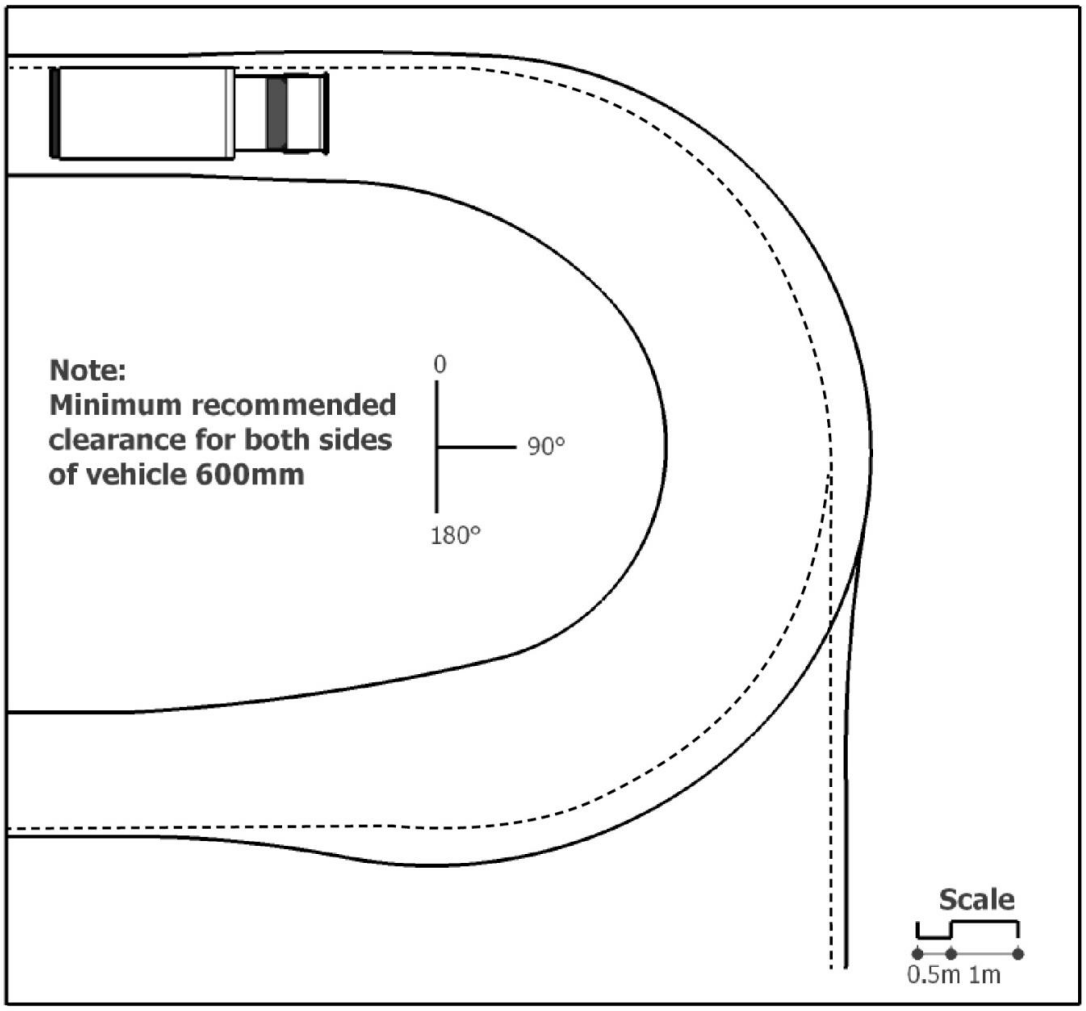


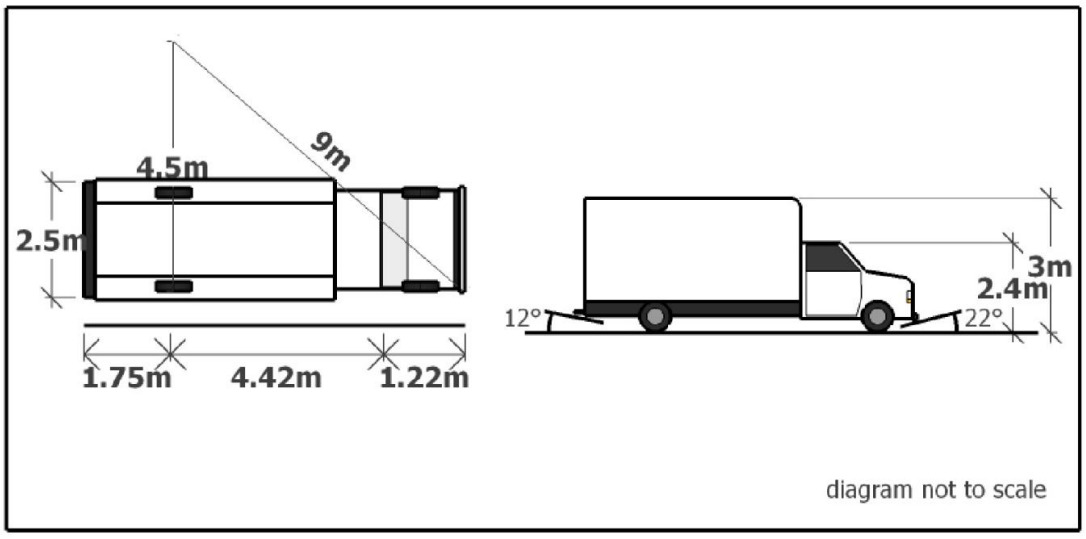
Appendix 10-4: 90 Percentile Design Motor Car



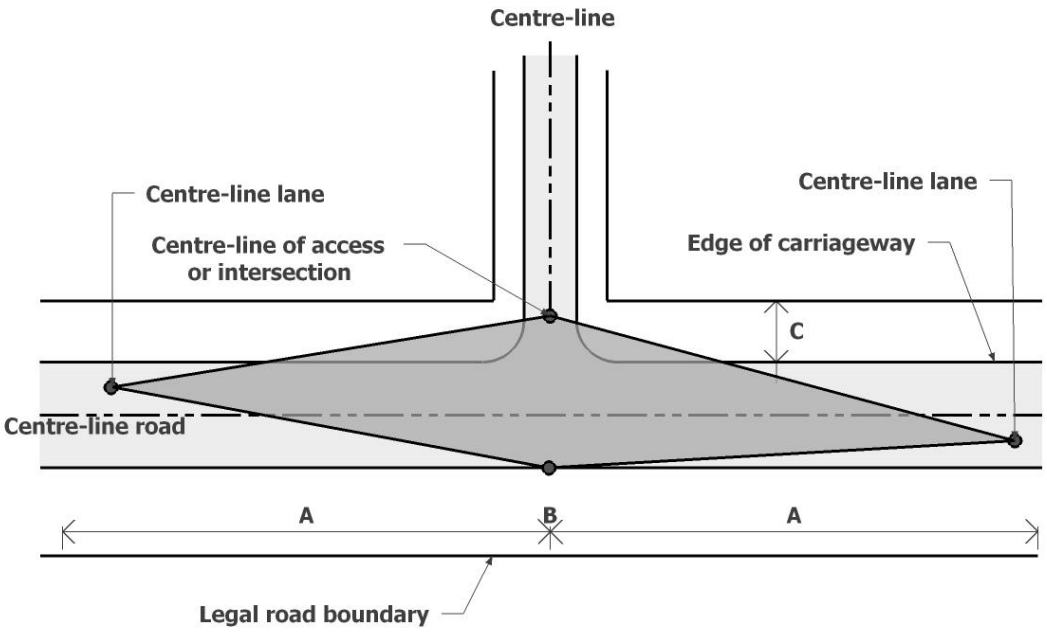


Appendix 10-5: 90 Percentile Design Two Axled Truck





Appendix 10-6: Sight Distance Measurement Diagram

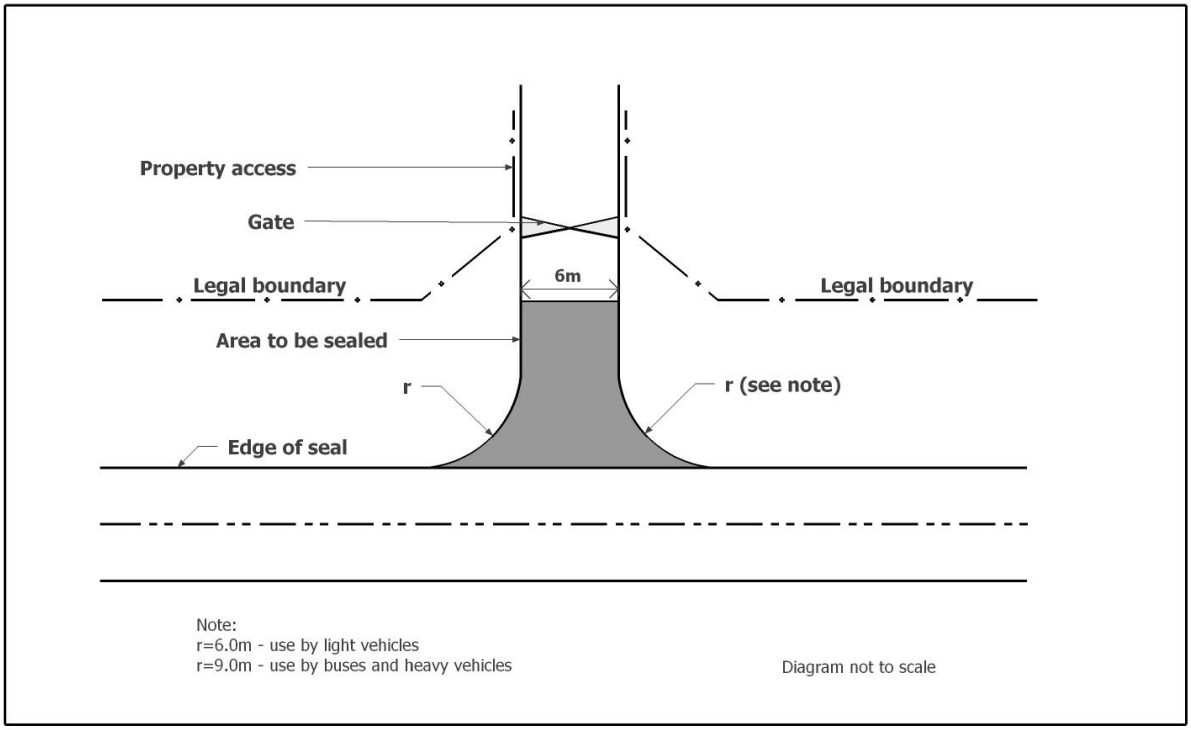


A) Sight distance
B) Edge of carriageway
C) 3.5m from edge of carriageway

diagram not to scale

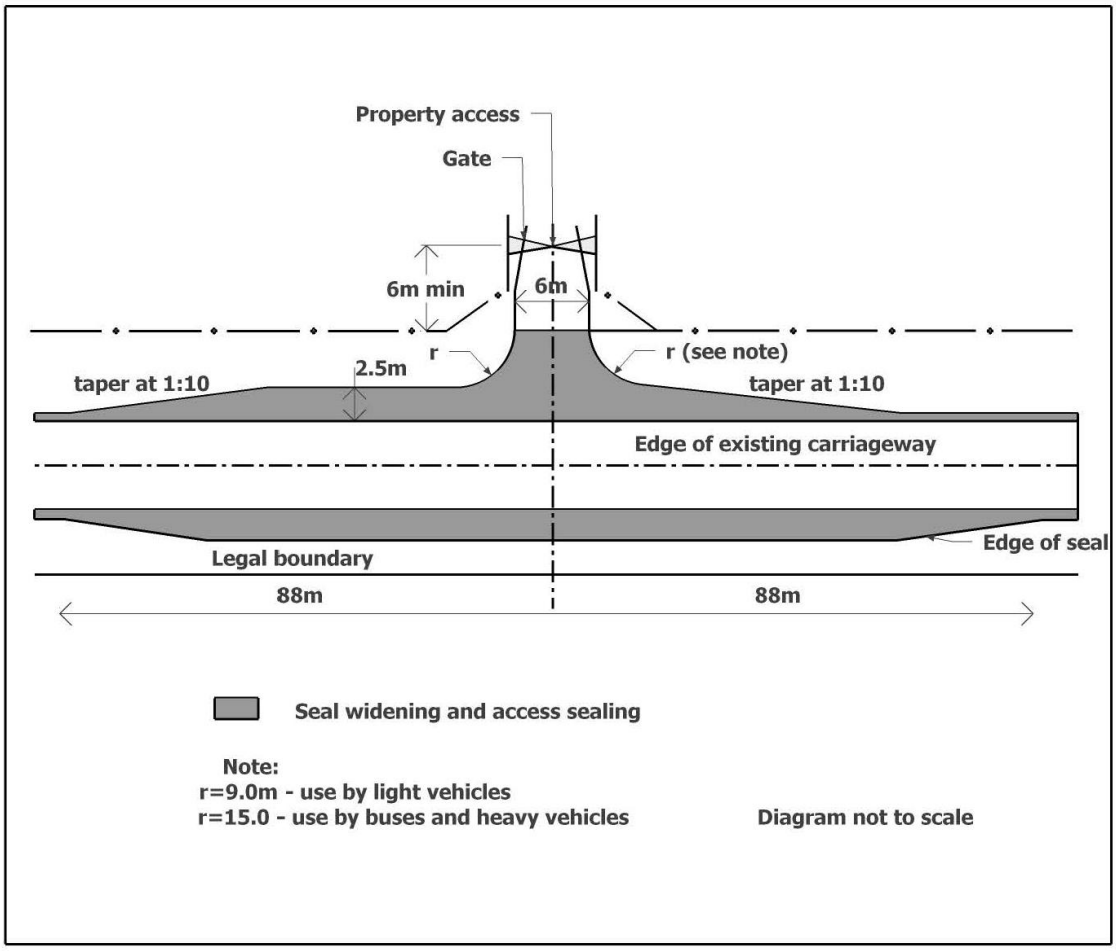
Note:
Sight distances shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the access or intersection

Appendix 10-7: Standards for the Design and Construction of Vehicle Crossings on Arterial and Principal Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are less than 30 equivalent car trips per day



Note: for the purposes of calculating equivalent car trips per day, one truck trip equates to 3 car trips and one truck and trailer combination trip equates to 5 car trips.

Appendix 10-8: Standards for the Design and Construction of Vehicle Crossings on Arterial and Principal Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are 30 or more equivalent car trips per day



Notes:

- For the purposes of calculating equivalent car trips per day, one truck trip equates to 3 car trips and one truck and trailer combination trip equates to 5 car trips.
- Specific design of the access is required if the access serves more than 6 residential lots (Rule 10.9.2(c)) or is a Vehicle Oriented Commercial Activity (Rule 10.9.8)

Appendix 10-9: Railway Level Crossing Requirements

Developments near Existing Level Crossings

Maintaining the sight triangle requirements set out in this Appendix is important to maintain clear visibility around level crossings to reduce the risk of collisions.

The requirements set out in clause 1.1 below apply only to level crossings without alarms and boom gates, while the requirements set out in clause 1.2 below apply to all level crossings.

All the requirements set out in this Appendix apply during both the construction and operation stages of any land use or development.

1.1 Approach Sight Triangles at Level Crossings without Alarms and Boom Gates

A road vehicle driver when approaching a level crossing with signs and without alarms and boom gates needs to be able to either:

- see a train and stop before the crossing; or to
- continue at the approach speed and cross the level crossing safely.

The required sight triangles to achieve this are shown diagrammatically in Figure 1. Distances A and B are dependent on the vehicle approach speed and are determined from Table 1 for a level crossing with a single set of rail tracks.

No new visual obstructions are permitted within the approach sight triangles, irrespective of whether any visual obstructions already exist.

Figure 10-1: Approach Sight Triangles For Level Crossings

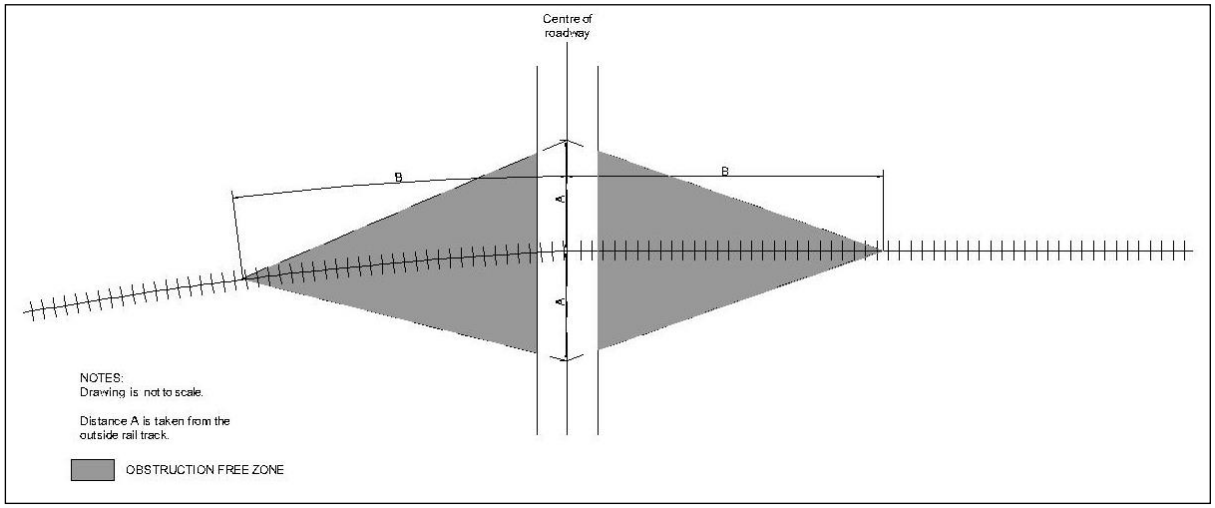


Table 10-1: Required Approach Sight Distances For Figure 1

Vehicle approach speed (kph)[1]	Approach distance A (m)	Required approach visibility along tracks B (m)		
		Signs only	Alarms only	Alarms and boom gates
20	31	318	Not applicable	
30	50	282	Not applicable	
40	73	274	Not applicable	
50	100	278	Not applicable	
60	130	287	Not applicable	
70	164	300	Not applicable	
80	208	314	Not applicable	
90	251	330	Not applicable	
100	298	357	Not applicable	
110	350	376	Not applicable	

1.2 Restart Sight Triangles for all Level Crossings

A road vehicle driver when stopped at the level crossing needs to be able to see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

The required sight triangles to achieve this are shown diagrammatically in Figure 2. The restart sight triangle is measured 5 m back from the outside rail and distance C is specified in Table 2 for a level crossing with a single set of rail tracks.

No new visual obstructions are permitted within the restart sight triangles, irrespective of whether any visual obstructions already exist.

Figure 10-2: Restart Sight Triangles for Level Crossings

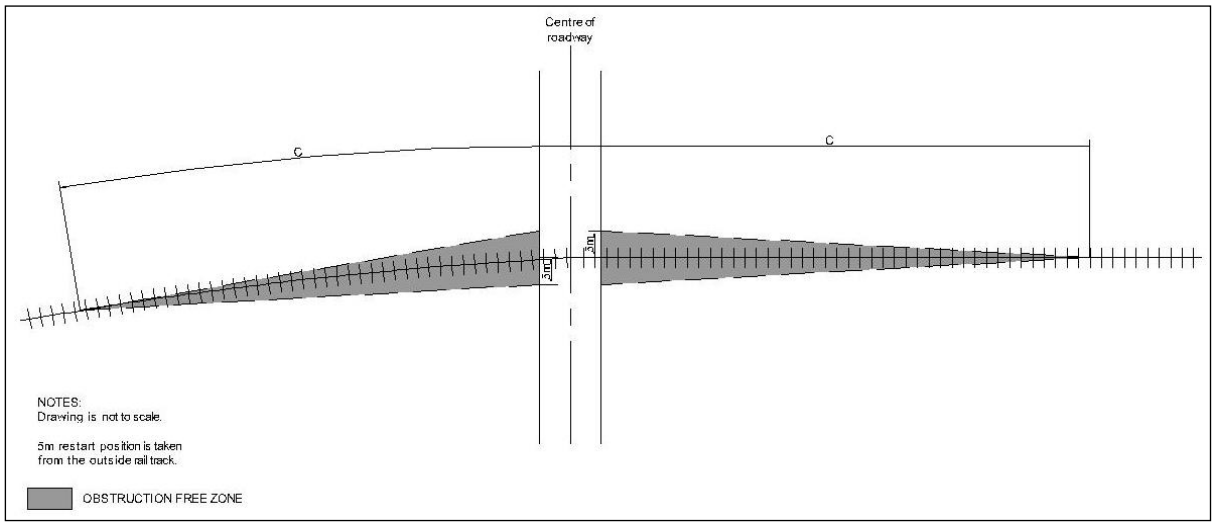


Table 10-2: Required Restart Sight Distances For Level Crossings

Required approach visibility along tracks C (m)		
Signs only	**Alarms only**	**Alarms and boom gates**
677 m	677 m	60 m

Notes:

1. The 85th percentile free-flow vehicle speed of the road shall be adopted. Where this is not known, the signposted road speed + 10% shall be used.

2. Table 1 is based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings and in the Australian Level Crossing Assessment Model (ALCAM). Distances are conservative and are derived from:

   - A train speed of 110 kph and a single set of rail tracks
   - A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
   - 25 m design truck
   - 90° angle between road and rail
   - Other parameters as specified in NZTA's Traffic Control Devices Manual 2008, Part 9 Level Crossings – Appendix B

3. Tables 1 and 2 apply to a single set of rail tracks only. For each additional set of tracks add 25 m to distance B, and 50 m to distance C.

4. Speed restrictions are not used in New Zealand around level crossings.

4.11 Assessment Matters

Note: When considering any application for resource consent, the Council may also choose to consider how a proposal responds to urban design principles and relevant matters contained in the Ministry for the Environment Urban Design Protocol 2005.

4.11.1 Residential Density and Building Coverage

a) In Residential C and D zones, the extent to which the character of the site will remain dominated by open space and garden plantings, rather than buildings.

b) The ability to provide adequate opportunity for garden and tree planting around buildings.

c) The ability of the site to contain a residential unit and sewerage disposal system without adversely affecting the provision of sufficient outdoor living space.

d) Whether the undersized site can contain a sewerage disposal system without undermining the amenity values anticipated in the zone.

e) Whether the sewerage disposal system will have any adverse effects on visual amenity.

f) Whether the sewerage disposal system will create any adverse effects on neighbours, particularly if located close to an internal boundary.

g) The extent to which there is a need for the decreased site size or increased building coverage in order to undertake the proposed activities on the site.

h) The ability of the residential unit to gain greater access to sunlight and/or daylight and to provide for solar heating.

i) The extent to which any proposed buildings will be compatible with the scale of other buildings in the surrounding area and will not result in visual domination as a result of building density and coverage which is out of character with the local environment.

j) The ability to provide adequate vehicle manoeuvring space on site**s where parking is provided**.

k) The extent to which decreased site size or increased building coverage would have any adverse effects on adjoining properties in terms of dominance by buildings, loss of privacy, access to sunlight and day light and loss of opportunities for views.

l) The ability to provide adequate outdoor space on the site for all outdoor activities associated with residential and other activities permitted on the site.

m) Whether the residential units are to be used for elderly persons housing and the extent to which a decreased site size will adequately provide for the outdoor needs of the activities on the site, and retain a balance of open space to buildings.

n) The ability to mitigate any adverse effects of increased coverage or site density.

4.11.2 Building Height and Recession Lines

a) The extent to which there is a need for the increased height or intrusion through the recession lines, in order to undertake the proposed activities on the site.

b) The extent to which the proposed buildings will be compatible with the character of the local environment, including the scale of other buildings in the surrounding area.

c) The effect of the increased height in terms of visual dominance by buildings of the outlook from other sites, roads and public open space in the surrounding area, which is out of character with the local environment.

d) The extent to which the proposed building will overshadow adjoining sites and result in reduced sunlight and daylight admission, beyond that anticipated by the recession plane requirements for the area.

e) The extent to which the increased height would have any adverse effect on other sites in the surrounding area in terms of loss of privacy through being over-looked from neighbouring buildings.

f) The extent to which the increased building height will result in decreased opportunities for views from properties in the vicinity, or from roads or public open space in the surrounding area.

g) The extent to which the increased height is offset by a reduced building footprint, which may increase open space on the site and allow for greater efficiency of land use.

h) The ability to mitigate any adverse effects of increased height or exceedence of the recession lines, such as through increased separation distances between the building and adjoining sites or the provision of screening.

4.11.3 Setback from Streets

a) The extent to which the intrusion towards the road is necessary in order to allow more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) The extent to which the proposed building will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites.

d) The ability to provide adequate opportunity for garden and tree planting in the vicinity of road boundaries, which will mitigate the effects of the building intrusion towards the road.

e) The adverse effects of the building intrusion on the outlook and privacy of people on adjoining sites.

f) The ability to provide adequate manoeuvring space for vehicles clear of the road**, where on-site parking is provided**.

g) **The ability of the public to use the footpath free from obstruction.**

h) The extent to which the proposed building will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.

i) The extent to which the proposed building will have a size, form, proportions, roof line, style, external materials and colour, which are similar to or in keeping with those of existing buildings.

j) The ability to mitigate any adverse effects of the proposal on the street scene; and the effectiveness of other factors in the surrounding environment in reducing the adverse effects, such as existing wide road widths, street plantings and the orientation of existing buildings on adjoining sites.

k) The extent to which the reduced setback from the road provides for a more efficient use of the site

l) The extent to which the design of the house creates an attractive, interesting view from the street

m) The degree to which existing or proposed landscaping, including plantings, mitigate the effects of limited building setback from a road.

4.11.4 Setback from Neighbours

a) The extent to which the intrusion towards the internal boundary is necessary to enable more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) Any adverse effects of the proximity or bulk of the building, in terms of visual dominance by buildings of the outlook from adjoining sites and buildings, which is out of character with the local environment.

d) Any adverse effects on adjoining sites of the proximity of the building, in terms of reduced privacy through being overlooked from or being in close proximity to neighbouring buildings, to an extent which is inconsistent with the surrounding environment.

e) Any adverse effects of the proximity or bulk of the building in terms of loss of access to daylight on adjoining sites.

f) The ability to provide adequate opportunities for garden and tree plantings around buildings.

g) Any adverse effects of the proximity of the building in terms of difficulty of access to the building or to adjoining rear sites.

h) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.

i) Any adverse effects of the proximity of buildings housing animals in terms of noise, smell, flies or vermin on adjoining sites.

j) The ability to mitigate any adverse effects of the proposal on adjoining sites, including through the provision of landscape plantings.

k) The extent to which any reduced setback from neighbours allows more flexibility in house design and layout providing a more efficient use of the site, providing greater access to sunlight and overall, enhanced amenity for the residents and neighbours.

l) With respect to the minimum set back of 1m from internal boundaries, required where a site immediately adjoins an access or part of an access - whether the building is already located on the site with a new access being located alongside the building; whether there is any alternative location for the access; the nature of the building; and any adverse effects of the proximity of the building in terms of obstruction of access or limitations on the use of the building.

m) Within the area subject to The Village Green Outline Development Plan: the ability to provide view shafts between buildings within the area marked as 'Village Green 4'.

4.11.5 Outdoor Living Space

a) The extent to which the reduction in outdoor living space and/or its location will adversely affect the ability of the site to provide for the outdoor living needs of likely future residents of the site.

b) Any alternative provision on, or in close proximity to the site for outdoor living space to meet the needs of likely future residents of the site.

c) The extent to which the reduction in outdoor living space or the lack of its access to sunlight is compensated for by alternative space within buildings with access to ample sunlight and fresh air.

d) Whether the residential units are to be used for elderly persons housing and the extent to which a reduced area of outdoor living space will adequately provide for the outdoor living needs of the likely residents of the site including future residents.

4.11.6 Outdoor Service Space

a) The extent to which the reduction in outdoor service space will adversely affect the ability of the site to provide for the outdoor service needs of likely future residents of the site.

b) Any alternative provision on, or in close proximity to, the site for outdoor service space to meet the needs of likely future residents of the site.

c) The extent to which the lack of screening adversely affects the visual amenity of adjoining sites, public places and living spaces.

4.11.7 Barrhill

a) Context – The degree to which development maintains and enhances the historical and architectural character and layout of Barrhill.

b) Alterations/Extensions to Existing Buildings – The extent to which any alterations and/or extensions will conserve the simplistic building form, scale, composition and external appearance of the building and the contribution it makes to the overall character and appearance of Barrhill.

c) Siting and Location – The extent to which development:

- maintains the early pattern of development by providing a sufficient front boundary setback to enable a sense of openness to the street;
- is orientated towards the street;
- on corner sites is orientated towards all adjacent streets and public spaces and the development emphasises the corner;
- has a pedestrian entrance that is clearly identifiable and directly accessible from the street;
- car parking and garaging is located back from the front wall of the main building and is of a lesser scale.

d) Building Scale, Form and Appearance – The extent to which development:

- is responsive to the scale of important existing civic buildings (Church and former School);
- adopts a simple, well-proportioned form, which avoids complicated over-elaborate layouts and excessively detailed external finishes;
- relates to its immediate neighbours in terms of architectural form and building outline, being of a similar scale to the original houses;
- includes a balanced relationship between horizontal and vertical elements and the proportion of solid, window and void within the façade.

e) Buildings Materials and Colour – The extent to which development incorporates:

- building materials and colour, which are compatible with the existing materials used on original buildings within Barrhill;
- building materials and colours that have been kept to a minimum and have adopted a simplistic approach.

f) Landscaping and Boundary Treatment – The extent to which development:

- includes landscaping across the site that will contribute to the rural character of Barrhill;
- includes front boundary planting, which does not impact on the importance of the existing avenues of mature trees as the dominant planting within Barrhill;

- avoids the use of hard surfaces such as concrete pads, or paving for driveway areas;
- includes fencing and/or landscaping along the road boundary (or adjacent to open space) that will not obstruct ground level views;

g) Visual Impact - The extent to which any visual impacts have been mitigated.

4.11.8 Design and Appearance

a) Context – The degree to which development enhances the visual amenity and residential character of the area and acknowledges its relationship with nearby buildings.

b) Location and Streetscape – The extent to which development makes a positive contribution to the overall streetscape in respect of the following:

- buildings are orientated towards the street and promote a continuity of frontage and enclosure to the public realm;
- if located on a corner site building/s is/are orientated towards all adjacent streets and spaces and emphasises the corner of the building through additional design features;
- includes a pedestrian entrance/s that is/are clearly identifiable and directly accessible from the street, or in the case of rear units, shared access ways;
- car parking and garaging areas do not dominate the development, particularly as viewed from the street, or neighbouring properties.

c) Building Scale, Form and Appearance – The extent to which development:

- is respectful of the scale of neighbouring properties;
- avoids excessive repetition of building form and there is a balanced relationship between horizontal and vertical features of the façade;
- includes separation space between buildings within sites to reduce perceived building bulk;
- avoids facades and elevations whose length or bulk is visually excessive;
- includes roofs that have been designed to limit continuous ridgelines and minimise the visual bulk of a building;
- includes architectural features, a variety of materials and colours, which promote a human scale and visual interest;
- includes facades facing the street which have a high degree of glazing that is evenly distributed.

d) Open Space and Visual Privacy – The extent to which development:

- includes outdoor living spaces which are located in a way that will optimise useable space and provide a pleasant outlook for unit occupants;
- includes units that have adequately designed internal and external outdoor living spaces, levels of privacy and access to sunlight;
- includes communal open space, which is attractive and usable by occupants.

e) Buildings Materials – The extent to which development incorporates the use of high quality, durable and easily maintained materials on the exterior of buildings.

f) Landscaping and Boundary Treatment – The extent to which development:

- takes account, where possible, of the existing vegetation and landscape characteristics of the site;
- includes landscaping throughout the development, particularly along the front boundary and includes the provision of larger vegetation;
- includes landscaping to soften car parking, garages, side boundaries and service areas;
- includes fencing and/or landscaping along the road boundary (or adjacent to open space) that will not obstruct ground level views.

g) Visual Impact - The extent to which any visual impacts have been mitigated.

4.11.9 Home Occupations

a) The extent to which larger home occupations may impact on the amenity of surrounding sites, particularly in relation to any noise, smell, flies or vermin.

b) Any adverse effects of the scale of the activity, in terms of visual dominance by buildings of the outlook from adjoining sites and buildings, which is out of character with the local environment.

c) Any adverse effects on adjoining sites of the scale of the activity, in terms of reduced privacy through being overlooked from or being in close proximity to neighbouring buildings, to an extent which is inconsistent with the surrounding environment.

d) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.

e) The need for any increase in size of building, hours of operation, noise and, the potential adverse effects in the surrounding environment, particularly adjoining residential properties.

4.11.10 Flooding

a) The likelihood of the proposed activity, including the addition or establishment of any residential unit, being threatened from coastal erosion, flooding or ponding.

b) Any available information regarding coastal erosion rates, flooding and ponding levels, and frequency of flooding events, in relation to the site of the building.

c) The likelihood of the proposed activity, including the addition or establishment of any residential unit, being inundated by the sea.

d) The value of assets that will be vulnerable to flooding, coastal erosion or inundation by the sea, as a result of the establishment of the proposed activity.

e) The ability of buildings to be relocated, and estimated cost, and the possible destination of a relocated building.

f) Any other matter that is relevant to an activity, or residential unit, being vulnerable to flooding or erosion from a river, coastal erosion or inundation from the sea.

4.11.11 Racecourse Avenue, Methven Outline Development Plan

a) The nature of the non-compliance with the Outline Development Plan in terms of activity and/or layout.

b) The co-ordination of roading with the road network in the surrounding area.

c) The extent of, and location of, open space areas within the development.

d) The extent to which the provision of services can be efficiently provided.

e) That the Stormwater Management Area shown on the Outline Development Plan is protected from any development so as to avoid direct vehicular access to or from State Highway 77 and to mitigate reverse sensitivity effects with state Highway 77.

f) The effects on permitted adjacent activities and the need for any consent conditions to avoid reverse sensitivity effects.

4.11.12 Lochhead Outline Development Plan

a) The nature of the non-compliance with the Outline Development Plan in terms of activity and /or layout.

b) The extent to which the non-compliances may adversely affect the safety and efficiency of the State Highway.

c) The effect of any altered layout on amenity values of the locality taking into account the site density of the development, the compatibility of adjoining activities and the extent to which adverse effects such as traffic movements, noise, loss of privacy and open space may affect adjoining sites.

d) Where relevant, refer to the assessment matters for the residential zone for density, building coverage, building setbacks, height, and outdoor living space.

4.11.13 Trevors Road outline development plan

a) The nature of the non-compliance with the Outline Development Plan in terms of activity and /or layout.

b) The effect of any altered layout on amenity values of the locality taking into account the site density of the development, the compatibility of adjoining activities and the extent to which adverse effects such as traffic movements, noise, loss of privacy and open space may affect adjoining sites.

5.11 Assessment Matters

Note: When considering any application for resource consent, the Council may also choose to consider how a proposal responds to urban design principles and relevant matters contained in the Ministry for the Environment Urban Design Protocol 2005.

5.11.1 Height of Buildings

a) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and compatibility with the scale of adjoining buildings.

b) The degree to which the increased height may affect the amenity and enjoyment of other sites, roads and public open space through a reduction in view, casting of shadows, visual dominance of outlook by buildings, or loss of privacy through being overlooked, which is out of character with the local environment.

c) The degree to which the increased building height may result in decreased opportunities for views from properties in the vicinity or from roads.

d) The potential for any adverse effects created through increased height to be mitigated through site layout, separation distances or the provision of landscaping.

5.11.2 Setback from Streets

a) Where the performance standard requires no setback to be provided:

- the degree to which a setback from the road boundary will affect the visual continuity of building frontage along the street and the character of the area, as a defined business centre of distinctive building style with a sense of enclosure and continuity of business activity.

b) Where the performance standard requires a setback to be provided:

- the extent to which the reduced setback will affect the potential of the site to comply with the standards for parking and/or landscaping;
- the design and appearance of the building and its visual impact from the street or adjoining properties;
- the necessity for a reduced setback to enable more efficient or practical use of a site;
- the degree to which a reduced setback will affect the coherence of adjoining site development in terms of appearance, layout and scale and the openness and visual amenity of the street when viewed from adjoining properties;
- the potential for the privacy of adjoining residential sites to be affected by buildings built at a reduced setback;
- the potential for any landscaping to mitigate any increased visual impact created by a reduced setback.

5.11.3 Setback from Neighbours

a) Where a setback is not required on a site the extent to which this will affect:

- the visual continuity of building frontage;

- the character of those streets as visually distinctive centres of intensive business activity;
- the necessity to provide access or driveways along the side of buildings to the rear of the site for other business activities as well as activities such as parking, loading and storage;
- the impact on neighbours in terms of noise from traffic utilising any proposed access or driveway.

b) Where a setback is required:

- the design and appearance of the building and its relationship with adjoining buildings in terms of continuity of design, height and scale;
- the effects of a reduced setback on neighbouring sites;
- the necessity to reduce the width of the setback;
- the layout of the site and the options for maximisation of use of the site area;
- with respect to Area 1 in the Ashburton Business Estate, the effect of any reduced setback from side boundaries increasing the length and continuity of walls adjacent to the buffer boundary and the effect this may have on the outlook, amenity and landscape values experienced from the buffer and the Residential D Zone.

5.11.4 Building Coverage

a) The effect on the amenity and character of the local environment of reducing open space and increasing the amount of building over a site.

b) The extent to which site development will be able to comply with other performance standards such as setback, landscaping, **mobility and cycle parking**, manoeuvring and loading.

c) The necessity for the increased building coverage in order to undertake the proposed activities on the site.

d) The ability of any landscaping or screening to mitigate any effects of a reduction in open space.

e) The effect of increased building coverage, or reduction in permeable surfaces on stormwater treatment and discharge and the ability to meet any conditions of consent imposed on stormwater consents from the Canterbury Regional Council in the Business E Zone.

5.11.5 Verandas

a) The extent of the effect a reduced or no veranda will have on the visual continuity of building frontage from the street and the distinctive form and character of buildings in areas of intensive business activity.

b) The volume of pedestrians using the street and the extent to which they will be exposed to adverse climatic conditions if a veranda is not provided.

c) The design and appearance of the building and its compatibility with other adjoining buildings in terms of design, height, setback and scale and the extent of the impact that non- provision of a veranda will have on the architectural cohesiveness of the street.

5.11.6 Windows

a) The extent of the effect the reduced or non-provision of a display windows(s) will have on the visual continuity of building frontage as viewed from the street and on the form and character of buildings in areas of intensive business activity.

b) The volume of pedestrians using the street and the potential impact that a blank wall may have on the amenity, interest and attractiveness of the street and the consequential effects this may have on the continued viability of the business centre to attract custom.

c) The design and appearance of the building and its compatibility with other adjoining buildings in terms of design, height, setback and scale and the extent of the impact that non- provision of a display window will have on the architectural cohesiveness of the street.

5.11.7 Outdoor Storage and Display

a) The degree to which an undeveloped or unbuilt on site will detrimentally affect the character of the street as an area of continuous building frontage of architectural cohesiveness and a feeling of a defined and concentrated area of intensive business activity.

b) The extent to which the site is visible from adjoining sites, particularly from residential areas and the effect this will have on the amenities and character of the area.

c) The type of goods or vehicles to be stored on site, their visual appearance and the nature of any adverse effects or potential hazards associated with their storage.

d) The height of any stacks of stored goods or vehicles and their visibility from surrounding sites and in particular, from residential sites.

e) The extent and quality of landscaping provided on the site or alternative means of screening.

f) The location of the storage area in relation to buildings and options for the alternative layout of activities on site.

5.11.8 Landscaping

a) The extent of the visual impact of buildings and outdoor storage areas on sites with a reduced area of landscaping.

b) The extent to which the site is visible from adjoining sites, particularly from residential areas.

c) The extent to which other factors may compensate for a reduced landscaped area, such as:

- a higher quality of planting over a smaller area;
- a high standard of architectural design that is not visually obtrusive.

d) The location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.

e) The visual appearance of the site and the length of boundary open to public view and the impact of buildings and activities on site on the character and amenity of the area.

5.11.9 Amenity

a) The extent of the visual impact of the building from the adjoining site and its impact on the amenity and character of the environment taking into account its design and appearance, bulk and length of wall.

b) The extent of any overshadowing created and the impact this may have on any outdoor living spaces or main living areas within a residential unit.

c) The potential for the development to affect the privacy of the residents.

d) The potential to mitigate any adverse effects created through options on the layout of buildings, car parking and storage areas on site.

e) The potential for the development to affect the amenity of the adjoining environment in terms of such matters as noise, glare, dust, smell and vibration.

5.11.10 Setbacks from Stopbanks and Water bodies

a) Potential flood conditions at the site, the safety of occupants of buildings and the vulnerability of buildings to the effects of flooding and/or failure of the stopbank.

b) The effects of the building on the integrity of the stopbank.

c) The ability for maintenance activities to be undertaken in or along the margins of water bodies.

5.11.11 Design and Appearance

a) The degree to which the proposed development will impact on the amenity and character of the area having regard to the scale, bulk and setback of buildings and in particular, the extent to which the development can be viewed from residential areas and public places.

b) The extent to which any adverse visual effect can be mitigated by altering the layout of buildings, storage areas, car parking and landscaped areas.

c) The extent and quality of landscape planting.

d) The degree to which the architectural style and materials of the building is compatible with adjoining buildings.

5.11.12 Offensive Processes – Business E Zone

a) The nature of the offensiveness of the activity and the extent to which this may adversely affect the amenity and character of the surrounding environment and, in particular, sites in any residential area.

b) The duration and frequency with which the offensiveness will occur; any possible methods to contain or mitigate the offensive element; and the extent to which this is likely to be effective.

5.11.13 Hours of Operation

a) The nature and scale of the activity proposed to be established and the proposed hours of operation or frequency with which the activity is to be undertaken.

b) The extent to which any increase in hours of operation will affect the amenity values of the area in terms of noise generation, effect on traffic safety and efficiency, privacy, security (as a result of people other than residents frequenting the area) and community identity and character. This should include a consideration of any adverse effects of pedestrian activity as a result of the extended hours of operation.

c) The level, duration and frequency of any noise likely to be generated and the degree to which this will contrast with the existing noise environment and the impact of any cumulative increase, taking into account the nature of any measures to mitigate excessive noise levels and the degree to which they are likely to be successful.

d) The extent to which lighting associated with the activity may adversely affect adjoining sites and the likely success of measures to mitigate any adverse effect.

e) The volume and type of traffic which may be generated to the site and the ability of the site to accommodate loading, manoeuvring and access requirements, including the extent to which the frequency and timing of vehicle movements and the impact these may have on the surrounding environment in terms of noise, vibration, glare from headlights and the safety and efficiency of the road network.

5.11.14 Effluent Disposal

a) The degree to which the proposed effluent disposal is likely to lead to odour, dust, noise or health nuisances beyond the boundary of the site, and in particular, the technology and management systems proposed to mitigate noise or odour nuisance, including:

- the design, management and operation of the waste and noise management systems;
- waste treatment measures employed;
- odour and noise abatement measures employed.

b) The degree to which existing or proposed landscaping, including plantings, will shelter and screen the proposed site.

5.11.15 Residential Activities

Same as for Residential A Zone

5.11.16 Food and Beverage Outlets in the Business E zone

a) The extent to which the scale of the activity is consistent with, and serves the needs of workers and visitors to the Business E zone;

b) the effect of the activity on the ability of existing or future permitted industrial activities to operate or establish without undue constraint.

5.11.17 Supermarkets in the Supermarket Overlay

Transport

(a) the extent of effects of intensity and scale of the activity and management of accessways and the generation of vehicle movements in terms of the safety, efficiency and effectiveness of the transport network.

ii) no activity shall result in a greater than 10 lux spill (horizontal and vertical) of light onto any adjoining property within the zone, measured 2m inside the boundary of any adjoining property;

iii) no activity shall result in a greater than 3 lux spill (horizontal and vertical) of light onto any adjoining site which is situated within the Residential Area, measured at any point more than 2m inside the boundary of that adjoining site.

7.10.8 Heavy Vehicle Storage

a) No more than one heavy vehicle shall be stored or parked overnight on any area within the zone, except for within the Processing Plant and Stockpiling areas as specified on the Outline Development Plan attached in Appendix 7-1 to these rules. Heavy vehicle storage within these areas shall be accordance with the Lake Creation Management Plan to be prepared prior to commencement of works on site.

7.10.9 Noxious or Unpleasant Activities

a) No activity, other than residential or farming activities, shall involve the following; panel-beating, spray-painting, motor vehicle repairs or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, rubbish collection service, motor body building, or fish or meat processing, or require an offensive trade licence under the Health Act 1956.

7.10.10 Setback from High-voltage Transmission Lines

Within the High-voltage Transmission Corridor inner area (0-12m from the transmission line) as shown on the Outline Development Plan in Appendix 7-1, there shall be:

a) no new buildings or structures;

b) no new trees/vegetation which at a mature height would encroach upon the relevant growth limit zone [or notice zone] for the line, as defined in the Electricity (Hazards from Trees) Regulations 2003;

c) no earthworks within 12 metres from the outer edge of the visible foundation of any transmission tower;

d) no earthworks that reduce the existing clearance distances from the lines within the transmission corridor.

7.10.11 Flood Risk

The residential development of the Aquatic Park Zone shall be undertaken in accordance with the following:

a) The floor level of all new residential units shall be above a level of 61.5m above mean sea level; and

b) All new residential units shall be such that the floor height of the unit is a minimum of 150mm above the assessed flood waters with a 0.5 percent probability in any one year.

7.10.12 Lake Management

The management of the lake shall be in accordance:

a) Any relevant consents granted by the Canterbury Regional Council; and

b) The updated Aquatic Park Lake Management Plan to be prepared prior to the use of the extended lake for recreational activities.

Note: The existing Aquatic Park Management Plan will remain in effect to control the use of the existing lake until being superseded by this rule.

7.11 Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

7.11.1 Residential Density and Building Coverage

a) The extent to which the character of the site will remain dominated by open space and garden plantings, rather than buildings.

b) The ability to provide adequate opportunity for garden and tree planting around buildings.

c) The extent to which there is a need for the decreased site size or increased building coverage in order to undertake the proposed activities on the site.

d) The extent to which any proposed buildings will be compatible with the scale of other buildings in the surrounding area and will not result in visual domination as a result of building coverage which is out of character with the local environment.

e) The ability to provide adequate vehicle manoeuvring space on site**s where parking is provided**.

f) The extent to which decreased site size or increased building coverage would have any adverse effects on adjoining properties in terms of dominance by buildings, loss of privacy, access to sunlight and day light and loss of opportunities for views.

g) The ability to provide adequate outdoor space on the site for all outdoor activities associated with residential and other activities permitted on the site.

h) Whether the residential units are to be used for elderly persons housing and the extent to which a decreased site size will adequately provide for the outdoor needs of the activities on the site, and retain a dominance of open space over buildings.

i) The ability to mitigate any adverse effects of increased coverage or site density.

7.11.2 Height of Buildings and Recession Lines

a) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and compatibility with the scale of adjoining buildings.

b) The extent to which there is a need for the increased height or intrusion through the recession lines, in order to undertake the proposed activities on the site.

c) The extent to which the character of the site and the surrounding area remains dominated by open space, rather than by buildings, with buildings at low heights and low densities of building coverage.

d) The extent to which the proposed buildings will be compatible with the character of the local environment, including the scale of other buildings in the surrounding area.

e) The degree to which the increased height may affect the amenity and enjoyment of other sites, roads and public open space through a reduction in view, casting of shadows, visual dominance of outlook by buildings, or loss of privacy through being overlooked, which is out of character with the local environment.

f) The extent to which the proposed building will overshadow adjoining sites and result in reduced sunlight and daylight admission, beyond that anticipated by the recession plane requirements for the area.

g) The extent to which the increased height would have any adverse effect on other sites in the surrounding area in terms of loss of privacy through being over-looked from neighbouring buildings.

h) The extent to which the increased building height will result in decreased opportunities for views from properties in the vicinity, or from roads or public open space in the surrounding area.

i) The ability to mitigate any adverse effects of increased height or exceedance of the recession lines, such as through site layout, increased separation distances between the building and adjoining sites or the provision of screening/landscaping.

7.11.3 Setback from Streets

a) The extent to which the intrusion towards the road is necessary in order to allow more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) The extent to which the proposed building will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites.

d) The ability to provide adequate opportunity for garden and tree planting in the vicinity of road boundaries, which will mitigate the effects of the building intrusion towards the road.

e) The adverse effects of the building intrusion on the outlook and privacy of people on adjoining sites.

f) The ability to provide adequate manoeuvring space for vehicles clear of the road **on sites where parking is provided**.

g) The ability of the public to use the footpath free from obstruction.

h) The extent to which the proposed building will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.

i) The extent to which the proposed building will have a size, form, proportions, roof line, style, external materials and colour, which are similar to or in keeping with those of existing buildings on the site.

j) The ability to mitigate any adverse effects of the proposal on the street scene; and the effectiveness of other factors in the surrounding environment in reducing the adverse effects, such as existing wide road widths, street plantings and the orientation of existing buildings on adjoining sites.

k) The degree to which existing or proposed landscaping, including plantings, mitigate the effects of limited building setback from a road.

7.11.4 Setback from Neighbours

a) The extent to which the intrusion towards the internal boundary is necessary to enable more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) Any adverse effects of the proximity or bulk of the building, in terms of visual dominance by buildings of the outlook from adjoining sites and buildings, which is out of character with the local environment.

d) Any adverse effects on adjoining sites of the proximity of the building, in terms of reduced privacy through being overlooked from or being in close proximity to neighbouring buildings, to an extent which is inconsistent with the surrounding environment.

e) Any adverse effects of the proximity or bulk of the building in terms of loss of access to daylight on adjoining sites.

f) The ability to provide adequate opportunities for garden and tree plantings around buildings.

g) Any adverse effects of the proximity of the building in terms of difficulty of access to the building or to adjoining rear sites.

h) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.

i) Any adverse effects of the proximity of buildings housing animals in terms of noise, smell, flies or vermin on adjoining sites.

j) The ability to mitigate any adverse effects of the proposal on adjoining sites, including through the provision of landscape plantings.

7.11.5 Setback from High-Voltage Transmission Lines

a) The location of building sites, platforms and works and whether they will inhibit the safe and efficient operation of the National Grid, or result in adverse effects on people's health and safety including:

b) The ability for emergency maintenance and inspection of transmission lines, including support structures, and the minimizing of risk of injury or property damage from or to such lines;

c) The extent to which any buildings, structures, construction activities, mobile plant or earthworks could affect transmission lines and support structures;

d) The ability to comply with the New Zealand Electrical Code of Practice of Electrical Safety Distances (NZECP: 34 2001);

e) The nature and location of tree/vegetation planting near the transmission lines and support structures and the ability to comply with the Electricity (Hazards from Trees) Regulations 2003;

f) The extent to which the proposal would constrain the operation needs of the national grid; and

g) The outcome of any consultation with the line operator.

7.11.6 Outdoor Living Space

a) The extent to which the reduction in outdoor living space and/or its location will adversely affect the ability of the site to provide for the outdoor living needs of likely future residents of the site.

b) Any alternative provision on, or in close proximity to the site for outdoor living space to meet the needs of likely future residents of the site.

c) The extent to which the reduction in outdoor living space or the lack of its access to sunlight is compensated for by alternative space within buildings with access to ample sunlight and fresh air.

d) Whether the residential units are to be used for elderly persons housing and the extent to which a reduced area of outdoor living space will adequately provide for the outdoor living needs of the likely residents of the site.

7.11.7 Vehicle Access and Vehicle Crossings

a) The extent to which alternative formed access and/or vehicle crossings can be assured to the residential unit in the long-term.

b) The extent to which the level and nature of the use of the residential unit will make it unlikely that access by way of a formed road will ever be necessary.

c) The level of financial contribution required to be made to the Council towards the formation of the road to a suitable residential standard, taking into account the levels of traffic likely to be generated by the use of the residential unit in relation to the existing use of the road.

7.11.8 Outdoor Storage

a) The extent to which the character of the site will remain dominated by open space or tree and garden plantings rather than by buildings and areas of hard surfacing.

b) The extent to which the proposed outdoor activities will detract from the pleasantness, coherence and attractiveness of the site as viewed from adjoining roads and sites.

c) Any adverse effects of the outdoor activity on the outlook of people on adjoining sites, including the loss of residential or rural character.

d) The extent to which the outdoor activity will be compatible with the appearance, layout and functioning of other sites in the adjoining area.

e) The ability to screen outdoor activities from adjoining roads and sites by alternative means.

f) The ability to mitigate any adverse effects of the outdoor activity on adjoining roads and sites.

7.11.9 Landscaping

a) The extent of the visual impact of buildings and outdoor storage areas on sites with a reduced area of landscaping.

b) The extent to which the site is visible from adjoining sites, particularly from residential areas.

c) The extent to which other factors may compensate for a reduced landscaped area, such as:

- a higher quality of planting over a smaller area;
- a high standard of architectural design that is not visually obtrusive;
- the type of building materials used;
- the location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.

h) All existing shelterbelts are to be retained and maintained for their visual screening attributes, to a height of at least 6 metres.
i) There shall be no more than 48 heavy vehicle movements between 0500 and 0700 in any calendar week (7 days) and no more than 20 heavy vehicle movements in this time period on any one day.
j) There shall be no more than 12 heavy vehicle movements between 2200 and 0500 in any calendar week (7 days) and no more than 4 heavy vehicle movements in this time period on any one day.
k) The number of heavy vehicle movements entering or departing the site shall be recorded, and such record provided to the Ashburton District Council on request.
l) The recording mechanism (for standards b and k) shall be the site log and by way of a fixed camera positioned at the entrance to the site and angled and lit in such a way that all vehicles movements are recorded. The raw data/footage shall be time and date stamped and stored electronically for a period of at least six (6) months.
m) No heavy vehicle washing shall occur on site at night (2200 – 0700), with any required heavy vehicle washing to be carried out as soon as possible the following day.
n) No maintenance activities that require the use of hammering or pneumatic/electric power tools shall occur at night.
o) Heavy vehicles parked on the site should be orientated towards the Ryal Bush site access so that they do not have to be reversed as part of exiting the site.
p) Heavy vehicles entering the site at night (2200 – 0700) shall avoid decelerating using engine braking.
q) Up to two heavy vehicles may be stored on the Ryal Bush site by Prestige Commercial Vehicles Limited for the purposes of carrying out repairs or maintenance of those vehicles. The storage and movements of these heavy vehicles are to be included in the maximum storage limit for heavy vehicles and the maximum number of heavy vehicle movements per day, and the number of vehicles stored on the site for this purpose will be recorded in a log book which is to be made available to the Ashburton District Council upon request.
r) Broadband reversing alarms ('Rearsense' or similar) shall be fitted to all vehicles on-site that utilise reversing alarms.
s) No vehicles shall be permitted to have engine idling extending beyond a period of 2 minutes.
t) The access to the site shall be in accordance with Appendix 10-8 of the Plan.
u) All potholes on the Ryal Bush site are to be repaired as soon as possible.
v) Any costs incurred by the Ashburton District Council related to monitoring of the standards for this scheduled activity shall be reimbursed by the operator of the scheduled activity, in accordance with Section 36 of the Resource Management Act.

8.7 Assessment Matters

In considering resource consents for land use activities, other than for controlled activities, and in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Matters set out below.

8.7.1 Height of Buildings

a) The degree to which the increased building height may affect the amenity and enjoyment of public open space through a reduction in view, casting of shadows or dominance of buildings over an open landscape.

b) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and the scale of adjoining buildings.

c) The degree to which the increased building height may result in decreased opportunities for views from properties in the general vicinity or from roads.

d) The potential for any adverse effects created through increased height to be mitigated through site layout, separation distances or the provision of landscaping.

8.7.2 Setback from Streets

a) The degree to which the building or structure will be visible from the road and its effect on the open space character and amenity of the recreation ground.

b) The design and appearance of the building and its compatibility with the surrounding environment.

c) The necessity for a reduced setback to enable more efficient or practical use of the site.

d) The potential for privacy on adjoining sites to be adversely affected from buildings and structures erected at a reduced setback.

e) The potential for any landscaping to mitigate any increased visual impact created from a reduced setback.

8.7.3 Setback from Neighbours

a) Any adverse effects on adjoining sites of the proximity of buildings housing scheduled community or private recreation facilities in terms of noise, glare or vibration which is inconsistent with the surrounding environment.

b) The design and appearance of the building and its relationship with adjoining buildings and sites in terms of design, height, length and scale.

c) The layout of the site and alternative options for use of the site area.

d) The nature of activities able to be undertaken from within the building and their compatibility with activities on adjoining sites (and in particular residential activities) and the extent to which they should be separated from adjoining sites to maintain the quality of the environment.

8.7.4 Recession Lines

a) The degree to which the increased building height may affect the amenity and enjoyment of public open space through a reduction in view, casting of shadows or dominance of buildings over an open landscape.

b) The design of the building and the extent to which it casts a shadow over adjoining sites and in particular outdoor living spaces or main living areas within a residential unit.

c) The potential to mitigate any adverse effects through alternative options on the layout of buildings, car-parking, etc.

8.7.5 Lighting

a) The degree to which glare may affect the enjoyment, character, safety or amenity of any public place or residential area in the vicinity having regard to the time, duration and intensity of the light and the extent to which it illuminates adjoining land areas.

b) The location of the source of glare and the potential to relocate or redirect the source within the site to mitigate any nuisance, including the safety of vehicles travelling along adjoining road networks and the degree to which this can be achieved successfully.

c) The extent to which the light source is necessary to enable certain activities to take place.

8.7.6 Screening

a) The type of goods or vehicles to be stored on site, their visual appearance and the extent to which the site is visible from adjoining sites, particularly from residential areas and the effect this will have on the amenities and character of the area.

b) The location of the storage area in relation to buildings and options for the alternative layout of activities on the site.

8.7.7 Landscaping

a) The extent of the visual impact of buildings and outdoor storage areas on sites where a reduced area of landscaping is proposed having regard to its visibility from adjoining sites, public places or the road and in particular, from sites of residential activity.

b) The extent to which other factors may compensate for a reduced landscaped area, such as:

- a higher quality of planting over a smaller area;
- a high standard of architectural design that is not visually obtrusive;
- the type of building materials used;
- the location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.

c) The importance of improving the standard of landscape having regard to the visual appearance of the site, the length of boundary open to public view and the impact of buildings

and activities within the site on the character and amenity of the area, particularly where a low standard of landscaping currently exists.

8.7.8 Hours of Operation and Sale of Liquor

a) The extent of the additional time in terms of duration and frequency and the character and amenity of the surrounding environment and the extent to which the extension of hours will affect these qualities.

b) The nature of the activities to be undertaken within this time and adverse effects that they may generate in terms of traffic, noise or visual amenity and the extent to which the additional hours sought may cause an accumulation of these effects.

c) The nature of the proposed activities to be undertaken within this time and adverse effects that they may generate including effects relating to traffic generation, vehicle fumes, noise, glare from lighting and the effect these may have on the character, amenity and identity of the surrounding environment.

d) Where the activity involves the sale of liquor, the extent to which the activity will have adverse effects on the amenity of residential uses, taking into account proximity to residential areas and sensitive locations, and hours of operation.

e) The character, scale and intensity of the proposed use and its compatibility in relation to the surrounding neighbourhood.

8.7.9 Building Coverage

a) The extent to which the additional building coverage will affect the degree to which the land is able to be enjoyed by the general public; will result in a loss of open space which is valuable within the built environment; or will enable the establishment of activities which could adversely affect the surrounding environment by way of noise, glare, traffic generation, loss of privacy or security.

b) The extent to which any increase in total floor area will result in a building that dominates or is incompatible with the open space character of the recreation ground.

c) The extent to which the recreation ground will become covered by buildings and the degree to which this will affect the amenity of the recreation ground.

d) The ability of any landscaping or screening to mitigate any effects of a reduction in open space.

8.7.10 Surfacing

a) The extent to which additional surfacing would affect the character and amenity of the recreation ground taking into account the purpose for which the surfacing is required.

b) The extent to which the additional surfacing would remove land available for public use.

8.7.11 Commercial Activities

a) The extent to which the sale of goods or services may adversely affect the amenity of the environment through increased generation of vehicles, noise, fumes or advertising.

b) The extent to which the sale of goods or services may result in the dispersion of retail activity within the District, affecting the community identity or character of residential areas.

c) The extent to which a commercial activity may result in the loss of privacy on adjoining residential sites.

d) The extent to which the activity will result in levels of traffic generation or pedestrian activity which are incompatible with the character of the surrounding area.

e) The volume and type of traffic which may be generated to the site and the ability of the site to accommodate parking for cycles and people with ~~**disabilities**~~**limited mobility**, loading, manoeuvring and access requirements.

f) Any adverse effect of the likely traffic generation from the proposed activity in terms of:

- noise and vibration from vehicles entering and leaving the site or adjoining road, which is incompatible with the noise levels acceptable in a low-density residential environment;
- glare from headlights of vehicles entering and leaving the site or adjoining road which is intrusive for residents or occupants of adjoining sites;
- loss of privacy;
- levels of traffic congestion or reduction in levels of traffic safety which are inconsistent with the classification of the adjoining road;
- fumes from vehicles entering or leaving the site, which are unpleasant or objectionable to residents or occupiers of adjoining residential sites;
- any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.

g) The extent to which the proposed traffic generation will be compatible with or not result in adverse effects upon activities in the vicinity.

h) The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.

i) Any adverse effects of increased levels of pedestrian activity as a result of the activity in terms of noise, disturbance and loss of privacy which is inconsistent with the low-density residential environment.

j) The extent to which retail sales or commercial activities on the site are an integral and necessary part of other activities being undertaken on the site

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Section 17: Definitions

Section 17: Definitions

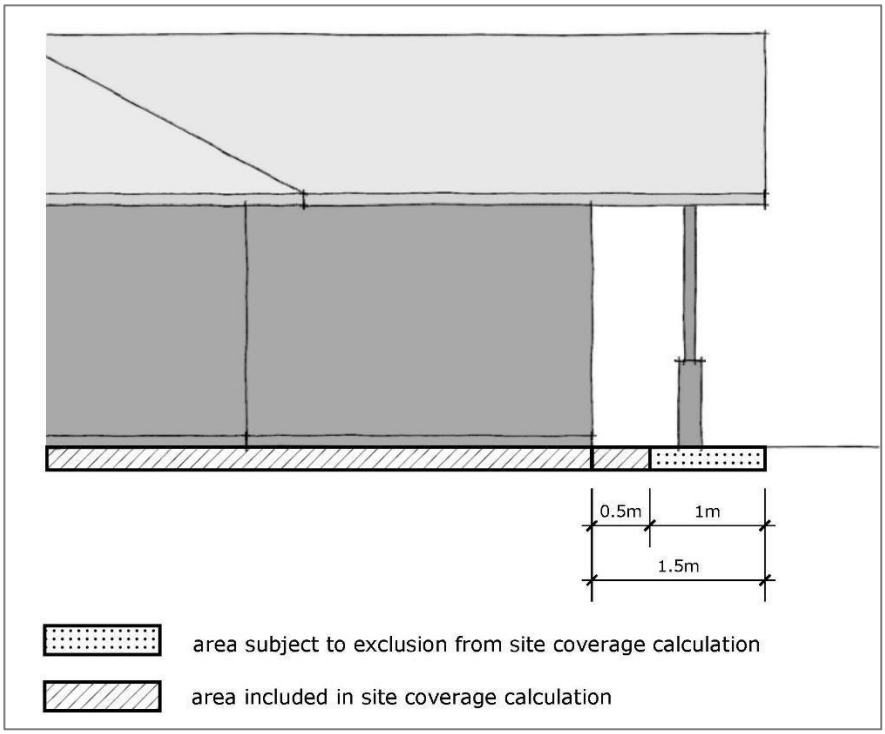
17.1 General Definitions

This section sets out definitions of terms used within the District Plan. These definitions explain what is meant by a term used and what may be included or excluded from that term. Readers of the Plan should also be aware that some rules may alter the use of definitions or apply definitions differently in some situations or areas.

Access	means that area of land over which a site or allotment obtains legal vehicular and/or pedestrian access to a legal road. This land includes an access leg, a private way, common land as defined on a cross-lease or company-lease; or common property as defined in Section 2 of the Unit Titles Act 1972.
Access Leg	in relation to a rear allotment or rear site, means the strip of land, which is included in the ownership of that allotment or site, and which provides the legal, physical access from the frontage legal road to the net area of the allotment or site.
Access Lot	means an allotment which provides the legal access or part of the legal access to one or more allotments, and which is held in the same ownership or by tenancy-in-common in the same ownership as the allotment(s) to which it provides legal access.
Access Way	means any passage way, laid out or constructed by the authority of the council or the Minister of Works and Development or, on or after the 1st day of April 1988, the Minister of Lands for the purposes of providing the public with a convenient route for pedestrians from any road, service lane, or reserve to another, or to any public place or to any railway station, or from one public place to another public place, or from one part of any road, service lane, or reserve to another part of that same road, service lane, or reserve (Section 315 of the Local Government Act 1974).
Accessory Building	in relation to any site, means any separated or detached building the use of which is incidental or ancillary to that of any other permitted principal building, or use on that site. For residential activities, **Accessory Building** includes a sleep out (limited to not more than 40m² in GFA), garage or carport, garden shed, glasshouse, swimming pool, mast, shed used solely as a storage area, or other similar structure. Any garage or car-port which is attached to or a part of any building shall be deemed to be an accessory building.
Act	means the Resource Management Act 1991.
Addition	means an extension or increase in floor area, number of storeys, or height of a building or structure. It includes the construction of new floors, walls, ceilings, and roofs.

Adjoining	means land immediately adjacent to other land, notwithstanding that it is separated from the other land only by a road, access way, access leg, railway, drain, water race, river or stream, water body or artificial watercourse.
Allotment	for the purpose of subdivision, means a lot, two or more adjoining lots to be held together, or any balance area, shown on a subdivision consent plan, except that in the case of land being subdivided under the cross lease or company lease systems or the Unit Titles Act 1972, allotment shall have the same meaning as **Site**.
All Weather Standard	means a pavement and/or road which has been excavated to a sound subgrade, backfilled and compacted to properly designed drainage gradients with screened and graded aggregate and is usable by motor vehicles under all weather conditions, and includes metalled, paved and sealed surfaces.
Alteration	means any changes to the fabric or characteristics of a building involving (but not limited to) the removal and replacement of walls, windows, ceilings, floors or roofs, either internally or externally, the erection of signage attached to the building. It does not include repair or maintenance.
Altitudinal Land Use Line	relates to land defined on the Planning Maps. This definition is generally only used in the High Country/Rural C Zone.
Amenity Tree Planting	means the planting of trees for aesthetic or amenity purposes in the immediate vicinity of existing or proposed buildings on the same site, but excluding shelterbelts, forestry, woodlots, commercial orchards or other tree crops.
Amenity Values	means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes (RMA).
Amenity Vegetation	means vegetation for aesthetic or amenity purposes in the immediate vicinity of existing or proposed buildings on the same site, but excluding shelterbelts, forestry, woodlots, commercial orchards or other tree crops.
Antennae	means that part of a communication facility used for the transmission or reception of signals including the antenna mounting but not including any supporting mast, pole or similar structure. This definition includes any dish antenna.
Apartment Building	means a building for residential activities comprising two or more attached residential units not all of which are necessarily located at ground floor level. (Refer also to the definitions of **Accessory Building** and **Residential Unit**).

Archaeological Sites	means any place in New Zealand that either was associated with historic human activity; or is the site of historic wreck of any vessel; and is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand. Has the same meaning as section 2 of the Historic Places Act 1993.
Artificial Watercourse	includes: • an irrigation race/canal, • a water supply race for potable or stock water, • a canal for the supply of water for electricity power generation, or • a farm drainage canal, and • any associated water storage for these purposes.
Ashburton Town Centre	for the purpose of the Business Zone rules, the Ashburton Town Centre is the area of Business A zoned land contained generally within the area bounded by Mona Square north, Park Street, Wills Street, William Street, Cass Street, Moore Street, and State Highway 77/Kermode Streets.
Atua	means deity in the natural world of the Maori.
Berm	means an area of grass and/or footpath within the legal road and located between the road carriageway and the property boundary.
Boardinghouse	means a residential activity in which lodging alone or board and lodging (including provision of food) is provided for financial reward or payment, for five or more lodgers or boarders.
Boundary	means any boundary of the net area of a site and includes any road boundary, side or internal boundary. (see below for **Internal Boundary**, and **Road Boundary** (Road Frontage)) **Site Boundary** shall have the same meaning as **Boundary**.
Building	for the purposes of this Plan, means, as the context requires and unless stated to the contrary in another definition or in a rule: Any structure or part of a structure, whether temporary or permanent, movable or immovable, but does not include: (i) any scaffolding or falsework erected temporarily for maintenance or construction purposes; (ii) fences, walls or retaining walls of 2m in height or less not used for advertising for any purpose; (iii) structures less than 5m² in area and less than 2m in height; (iv) masts, poles, radio and television aerials (excluding dish antennae for receiving satellite television), less than 7m above ground level; (v) any vehicle, trailer, tent, caravan or boat whether fixed or movable unless such vehicle, trailer, tent, caravan or boat shall be used as a place of accommodation, business or storage.

Building Coverage (or Site Coverage)	means that portion of the net area of a site which is covered by buildings or parts of buildings, including overhanging or cantilevered parts of buildings, expressed as a percentage. The following shall not be included in building coverage: (i) pergolas; (ii) that part of eaves and/or spouting or bay windows projecting 1m or less, horizontally from any exterior wall. Note: Where eaves and/or spouting or bay windows project more than 1m horizontally from any exterior wall, the building coverage shall be deemed to exclude the first 1m of the eaves/spouting or bay window as measured from the outermost point of the eaves and/or spouting or bay windows (see diagram below); (iii) satellite dishes; (iv) uncovered terraces or decks less than one metre above ground level; (v) uncovered swimming pools; (vi) fences, walls and retaining walls. 
Camping Ground	means any area of land used, or designed or intended to be used, for rent, hire, donation, or otherwise for reward, for the purposes of placing or erecting on the land temporary living-places e.g. tents or caravans, for occupation by 2 or more families or parties (whether consisting of 1 or more persons) living independently of each other, whether or not such families or parties enjoy the use in common of entrances, water-supplies, cookhouses, sanitary fixtures, or other premises and equipment.

Canopy Height	means the height of the canopy of vegetation. The canopy height is to be determined as an average vertical height above natural ground level over each area of 1 hectare, where the vegetation is greater than 1 hectare in area, or over the lesser area where the area of vegetation is less than 1 hectare.
Captive Balloon	means a non-powered balloon for advertising purposes, which is tethered to a site or structure on a site.
Carriageway	means that formed portion of a road surface devoted particularly to the use of motor vehicles, inclusive of shoulders in a rural situation, and from the face of kerb to face of kerb in an urban situation.
Cleanfill	includes any natural material which is free of: combustible, putrescible, degradable or leachable components or materials likely to create leachate by means of biological breakdown; hazardous substances or any products or materials derived from hazardous waste treatment, stabilisation or disposal practices; contaminated soil or other contaminated materials; medical or veterinary waste; asbestos or radioactive substances. It includes (but is not limited to) clay, rock, concrete and bricks
Clearance of Vegetation	shall have the same meaning as **Vegetation Clearance**.
Coastal Protection Work	means works, structures or planting for the protection of property and people from inundation from the sea or coastal erosion; and includes areas of vegetation maintained or planted adjacent to the foreshore, embankments, access tracks, rock work, anchored trees, wire rope, iron structures and other structures.
Commercial	means involving the payment of fees for hire or financial reward.
Commercial Activity	means an activity involving the payment of fees for hire or reward. **Commercial Activity** includes the use of land and buildings for the display, offering, provision, sale or hire of goods, equipment, or services, and includes, but is not limited to, shops, markets, showrooms, and restaurants, takeaway food bars, professional, commercial and administrative offices, service stations, motor vehicle sales, the sale of liquor and associated parking areas; but excludes passive recreational, community activities, home occupations, and farming activities. This includes a business providing personal, property, financial, household, and private or business services to the general public. It also includes recreational activities where a fee is paid to use facilities i.e. a commercial bowling alley. It does not include community sports facilities where a membership fee may be paid.
Commercial Livestock	means livestock bred, reared and/or kept on a property either primarily or partly for the purpose of commercial gain, but excludes domestic livestock.

Community Activity	means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual wellbeing, but excludes recreational activities. A community activity includes educational facilities, hospitals, doctors surgeries and other health professionals, churches, halls, libraries, community centres, police stations, fire stations, courthouses, probation and detention centres.
Contaminated Land	For the purposes of this Plan means land that can be described by one of the following: • an activity or industry described in the *HAIL* is being undertaken on it, or • an activity or industry described in the *HAIL* has been undertaken on it, or • it is more likely than not that an activity or industry described in the *HAIL* is being or has been undertaken on it. Note: This definition does not include land for which exists a detailed site investigation that demonstrates that any contaminants in or on the land are at, or below, background concentrations
Council	means the Ashburton District Council or any Committee, Sub-Committee, Community Board, Commissioner or person to whom the Council's powers, duties or discretions under this Plan have been lawfully delegated pursuant to the provisions of the Resource Management Act. **District Council** shall have the same meaning.
Curtilage	means the area occupied by a residential unit, grounds, and outbuildings.
Day Care Facility	means land and/or buildings used for the care during the day of the elderly, persons with disabilities and/or children, other than those residing on the site.
Demolition	means to damage and demolish a building or structure. (Note also definition of **Partial Demolition** below.)
Demolition Material	means all material that is produced by demolition of a building or structure, that does not meet the definition of cleanfill.
Depot	means a place for the storage of large quantities of goods, or a place where motor vehicles are housed and maintained, or a railway or bus station.
District	means the Ashburton District.
District Council	means the same as **Council**.

Domestic Livestock	means keeping of livestock not primarily or partly for the purpose of commercial gain and includes: • not more than 12 adult poultry (excluding roosters) in a Residential Zone or not more than 50 adult poultry in a Rural Zone; bred, reared and/or kept on a property; • not more than 2 sows and their progeny up to weaner stage or not more than 5 weaned pigs in a Rural Zone; • any number of livestock bred, reared and/or kept on a property in a Rural Zone for family consumption, or as pets, or for hobby purposes and from which little or no financial gain is derived.
Earthworks	means the disturbance of land surfaces by the removal or depositing of material, excavation, filling or the formation of roads, banks or tracks, but excludes digging post-holes, cultivation, tending or landscaping gardens, planting trees or removing dead or diseased trees, or drilling bores Excavation for the purpose of land drainage is included within the definition of earthworks.
Educational Facility	means land and/or buildings used for the provision of regular instruction or training in accordance with a systematic curriculum by suitably qualified instructors, and includes childcare facilities, schools, tertiary education institutions and specialised training facilities.
Effluent	means predominantly liquid waste or sewage discharge, including that derived from toilets, sewage and silage water, or from intensive livestock management operations.
Elderly Persons Home	means an old people's home within the meaning of the Old People's Homes Regulations 1965.
Emergency Services	means the services and facilities of authorities which are responsible for the safety and welfare of people and property in the community and includes fire stations, ambulance stations, and police emergency call out and communication activities.
Entertainment Facilities	means land and/or building(s) or parts of building(s) used principally for any public meetings, public performances or public amusements, whether a charge is made for admission or not; or used principally for public or private worship, religious ceremonies, services or associated instruction. Has the same meaning as **Meeting Places**.
Erection of a Building	in relation to a subdivision, means the completion of all framing, fire walls, fire ceilings and fire floors, and the affixing of all roof materials.
Exotic Vegetation	in relation to trees and plants, means species which are not indigenous to New Zealand.

Exploration	means any activity undertaken for the purpose of identifying mineral deposits or occurrences and evaluating the feasibility of mining particular deposits or occurrences of one or more minerals; and includes any drilling, dredging, or excavations (whether surface or sub-surface) that are necessary to determine the nature and size of a mineral deposit or occurrence.
Farming Activity	means the use of land and buildings for the primary purpose of the production of vegetative matter and/or commercial livestock. Farming activity includes the packing, storage, and/or processing of the vegetative matter and/or commercial livestock produced on/in that land or on other land owned or managed by the same person(s). Buildings for this purpose are permitted up to an area of 500m² per site, where they meet all other rules. Farming activity excludes residential activity, home occupations, intensive livestock management, and forestry activity.
Food and Produce Processing	means the processing, packaging, storage, distribution and marketing of vegetative, marine and animal matter.
Forestry Activity	means the use of land primarily for the purpose of planting, tending, managing and harvesting of trees for timber production in excess of onsite domestic or farm wood-supply.
Formed	means a road, street, vehicle access, parking area, manoeuvring, loading or hard stand area with a constructed pavement with a crushed aggregate surface, capable of carrying 100% Class 1 loads without deflection, deformation or deterioration. The surface shall be shaped to shed all water and shall be uniform and smooth by grading and rolling and shall remain trafficable in all weathers.
Formed Road	means a road with a carriageway constructed to an all-weather standard with a minimum carriageway width of 3m.
Frontage	means the road boundary/boundaries of any site.
Frost Control Fan	means a land based device designed or adapted to control frost by fanning warmer air over the frost-affected surfaces, and includes the support structure.
Full-time Equivalent Person	means the employment of a person or persons for an average total of 8 hours per day assessed over any 14 day period.
Garage	is included within the meaning of accessory building, and means a building or part of a building principally designed for or able to be used for housing motor vehicles and other ancillary miscellaneous items owned by persons living on the site.
Geoconservation Site	means a site defined as having special value for geoconservation, as described in Appendix 3-3 to the Rural Section and as delineated on the Planning Maps.

Geoconservation Area	means an area defined as having special value for geoconservation, as described in Appendix 3-3 to the Rural Section and as delineated on the Planning Maps.
Gross Floor Area (GFA)	means the sum of the gross area of all floors of all buildings on a site, measured from the exterior faces of the exterior walls, or from the centre lines of walls separating two buildings. Gross floor area shall: (i) include elevator shafts, stairwells and lobbies at each floor and mezzanine floors and balconies; (ii) exclude any ~~required~~ car-parking, loading and servicing areas and access thereto and building service rooms containing equipment such as lift machinery, tanks, air conditioning and heating plant.
Ground Level	means the finished ground level when all works associated with any prior subdivision of the land were completed, but excludes any earthworks or excavation associated with building activity.
Group Visits	means visits to a site by groups of people organised collectively.
Habitable Space	Means a space used for activities normally associated with domestic living, but excludes any bathroom, laundry, water-closet, pantry, walk-in wardrobe, corridor, hallway, lobby, clothes-drying room, or other space of a specialised nature which is not occupied frequently or for extended periods. For clarity, a kitchen is only considered to be a habitable space where the kitchen shares an open plan area with another habitable space.
Handcrafts	means goods produced by hand or by the use of hand tools or the use of mechanical appliances where such appliances do not produce the goods in a repetitive manner according to a predetermined pattern for production run purpose. The person producing such goods must design the goods and have direct, complete and variable control over the production of every stage of the product.
Hapu	means sub-tribe, clan, section of a large tribe.
Harakeke	means flax (*Phormium tenax*).
Hardsurfacing	in relation to any site, means any part of that site which covered by impermeable surfaces, and includes: • any area used for parking, manoeuvring, access or loading of motor vehicles; • any area paved either with a continuous surface or with open jointed slabs, bricks, gobi or similar blocks. Hardsurfacing does not include domestic paths of less than 1m in width.
Hazardous Substance	includes, but is not limited to, any substance as defined in Section 2 of the Hazardous Substances and New Organisms Act 1996 as a hazardous substance.
Hazardous Wastes	means wastes of any hazardous substance(s).

Health Care Service	means land and/or buildings used for the provision of services by registered practitioner(s) relating to the physical and mental health of people and animals.
Heavy Vehicle	means a motor vehicle (other than a motor car that is not used, kept or available for the carriage of passengers for hire or reward) the gross laden weight of which exceeds 3500kg; but does not include a traction engine or vehicle designed solely or principally for the use of fire brigades in attendance at fires.
Height	in relation to any building or structure, means the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point. For the purpose of calculating height, no account shall be taken of any: (i) radio or television aerial provided that the maximum height normally permitted by the rules for the zone is not exceeded by more than 2.5m; (ii) chimney or flue not exceeding 1m in any direction. This definition of height shall not apply to the facilities or structures subject to Utilities Site Standard 2.
Heke	means journeys.
Heritage Building/Item	means any type of historic heritage place or area. It may include a historic building, historic site (including archaeological site), a place/area of significance to Maori, or heritage landscape. The term is also adopted to describe historic heritage listed in the heritage schedule of the district plan.
High Flood Hazard Area	means flood hazard areas subject to inundation events where the water depth (metres) times velocity (metres per second) is greater than or equal to 1, or where water depths are greater than 1 metre in a 0.2% annual exceedance probability flood event.

Historic Heritage	means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological; and includes – (i) historic sites, structures, places, and areas; and (ii) archaeological sites; and (iii) sites of significance to Maori, including wahi tapu; and (iv) surroundings associated with the natural and physical resources. (Section 2 of the Resource Management Act).
Historic Places (buildings / items)	are buildings that contribute to an understanding and appreciation of New Zealand's history and cultures. They may include any land, temporary or permanent movable or immovable structure or structures and anything that is in or fixed to any land. The term may include any building registered as a historic place under the Historic Places Act 1993.
Historic Places (sites)	are places that contribute to an understanding and appreciation of New Zealand's history and cultures. They may include land (and water) without any temporary or permanent building or structure. The term may include any site registered as a historic place under the Historic Places Act 1993. Historic sites may include historic sites of scientific value. Historic sites include **Archaeological Sites** (see definition above).
Home Occupation	means the use of a residential site for an occupation, business, trade or profession which is secondary and incidental to the use of that site for a residential activity and which is undertaken by person(s) living permanently on the site, but excludes home stays and retail sales.
Home Stay	means the use of a residential unit for visitor accommodation for commercial purposes.
Hospital	means any public or private hospital within the meaning of the Hospitals Act 1957 and its amendments.
Impervious Surface	means any type of surface that effectively creates an impermeable physical barrier on the surface of any part of a site.
Improved Pasture	means an area of pasture where species composition and growth has clearly been substantially modified and enhanced for livestock grazing by cultivation, or topdressing and oversowing, or direct drilling, and where exotic pasture species have been deliberately introduced.

Indigenous Vegetation	means a plant community of species indigenous to New Zealand, which may include a minor element of exotic vegetation but does not include plants within a domestic garden or used for screening / shelter purposes e.g. as farm hedgerows.
Individual Commercial Unit	means any one commercial tenancy created by freehold, leasehold, license, or any other arrangement to occupy.
Individual Retail Tenancy	means any one retail tenancy created by freehold, leasehold, licence, or any other arrangement to occupy.
Industrial Activity	means the use of land and buildings for the primary purpose of manufacturing, fabricating, processing, packing, or associated storage of goods.
Intensive Livestock Management (Intensive Farming)	means the use of land and/or buildings for the production of commercial livestock, including where the regular feed source for such livestock is substantially provided other than from the site concerned, and includes: • the farming of pigs outdoors at a stocking rate exceeding 15 pigs per hectare. (Stocking rate in relation to pig farming, means the number of pigs (excluding progeny up to weaner stage) carried per hectare of land, where the area of land fenced, available and used for pig farming shall only include that area on which the pigs are regularly run.); • herd houses, feed pads, or any building providing shelter to stock where stock are confined within the building for any continuous period exceeding 2 weeks; • boarding of animals; • mushroom farming; • fish farming; • the disposal of effluent from any of the above, whether on the same site as the intensive livestock management activity or not. Intensive livestock management excludes: • buildings used for housing or sheltering animals that are giving birth or raising juvenile stock, where no individual animal is housed or sheltered for more than 3 months in any calendar year.
Internal Boundary	means any legal boundary of the net area of a site other than a road boundary.
Kainga (Kaika)	means home or village.
Kaika Nohoanga	means area of occupation, also temporary camping sites reserved for the use of travelling parties.
Kaitiaki	means guardians.
Kaumatua	means elder(s), adult man or woman.
Kawa	means protocol.

Kawanatanga (Kawanataka)	means governance, or the obligation to govern.
Koiwi	means bones, the human skeleton.
Kitchen Facility	means a room or indoor area, the principal purpose of which is the preparation and cooking of food. A kitchen will generally include a sink bench and a means of cooking food such as a stove, gas or electric cooker, or microwave (or have the facilities for the installation of these).
Lake	A large, naturally occurring body of water surrounded by land, but does not include storage ponds or stormwater retention ponds.
Land Disturbance (in relation to works within the setting of a listed historic item)	means works that will potentially cause the removal of or damage to major and identified heritage landscape elements and features of historic heritage value including buildings, trees, paths, fences and gardens within an identified setting of a listed place or area.
Large Format and Bulk Goods Retail	**For the purpose of calculating the assessment requirement for high traffic generating activities, means a retail tenancy exceeding 450m^2 GFA, excluding supermarkets.**
Living Area	means any room in a residential unit other than a room used principally as a hallway, bedroom, laundry or bathroom.
Loading Space	means a portion of a site, whether covered or not, clear of any road or service lane upon which a vehicle can stand while being loaded or unloaded. Such loading space shall have vehicular access to a road or service lane and be designed and constructed to accommodate the size and type of vehicles that reasonably could be expected to use the loading space.
LTP	means Long Term Plan. Council produces a long term council community plan (LTP), or Community Plan, every three years. The plan explains what Council proposes to do over the coming ten years, with the first three years in detail and the following seven years based on the best information currently available.
Mahinga Kai (Mahika Kai)	means food and other resources, and the areas that they are sourced from.
Maintenance	means the protective care of a place.
Maintenance and Repair	means any work or activity necessary to continue the operation and/or functioning of an existing utility and shall also provide for the replacement of an existing line, telecommunication line, building, structure or other facility with another of the same or similar height, size or scale, within the same or similar position and for the same or similar purpose; and the addition of extra lines to existing poles or other support structures; and the replacement of existing conductors.
Mana	means authority, influence, prestige.

Manakitanga	means support, caring and hospitality, for example as shown towards guests.
Manawhenua	means associated with **Tino Rangitiratanga (Tino Rakatirataka)**, the Tribal authority over affairs within a particular area or land district.

Manufacturing of Hazardous Substances	means any process that produces a hazardous substance and includes any process that includes the mixing of material or making a compound product that is a hazardous substance. (See definition of **Hazardous Substance** above.)
Manuhiri	means visitors.
Maori	means "ordinary people", since about 1820 used to distinguish the native, indigenous, people of this country, the **Tangata Whenua (Takata Whenua)**.
Mauri	means "life force".
Meat Processing Facility / Meat Processing	means the use of a site for the yarding and slaughtering of animals; the associated processing of meat including fish processing, stock finishing, by-product and co-product processing; rendering; fellmongery, tanning, casing and pelt processing; and the associated chilling, freezing, packaging and storage of meat and associated products; and the treatment and disposal of effluent from the above processes.
Meeting Places	means land and/or building(s) or parts of building(s) used principally for any public meetings, public performances or public amusements, whether a charge is made for admission or not; or used principally for public or private worship, religious ceremonies, services or associated instruction. Has the same meaning as **Entertainment Facilities**.
Metres squared (m^2)	means a unit of measure where any reference to m^2 is the equivalent to square metres.
Mineral	means a naturally occurring inorganic substance beneath or at the surface of the earth, whether or not under water; and includes all metallic minerals, non-metallic minerals, fuel minerals, precious stones, industrial rocks and building stones, and a prescribed substance within the meaning of the Atomic Energy Act 1945.
Mineral Extraction	means the use of land and / or buildings for a purpose that results in the extraction, winning, quarrying, excavation and/or associated processing of minerals; and includes prospecting and exploration, excavation, blasting, crushing, screening, washing, blending, processing, storage, deposition of overburden, treatment of waste water and rehabilitation of sites.
Motorised Craft	means any boat, jet ski, or similar water based vehicle, powered by an engine, but does not include model or scaled down versions of boats operated through remote control.

Natural Character	is a term used in section 6(a) of the Resource Management Act to describe the expression of natural elements, patterns and processes in a landscape (or the 'naturalness' of a landscape). The degree or level of natural character within an area depends on: 1. the extent to which natural elements, patterns and processes occur; 2. the nature and extent of modifications to the ecosystems and landscape/seascape. The highest degree of natural character (greatest naturalness) occurs where there is least modification. The effect of different types of modification upon the natural character of an area varies with the context, and may be perceived differently by different parts of the community.'[1]
Nature Conservation Values	means the values associated with the natural resources of the District, particularly their intrinsic values, the values of indigenous habitats, species and ecosystems, and the natural character of the landscape.
NES	means National Environmental Standard. National environmental standards (NES) are legally enforceable regulations developed under the Resource Management Act. They address the objectives and policies of National Policy Statements (defined below). National Environmental Standards provide a framework of rules that are nationally consistent and can be included in District Plans and/or amended without public notification. Every local authority and consent authority must observe national environmental standards and must enforce national environmental standards.
Net Area	in relation to a site or allotment, means the total area of the site or allotment, less any area subject to a designation for any purpose and/or any area providing access to one or more sites and/or any strip of land 6m or less in width.

[1] Derived from The Ministry for the Environment, Environmental Performance Indicators, Landscape Aspect of Natural Character, Stage 1 – Initial Findings – A report prepared by Boffa Miskell Ltd for the MfE, February 2002.

Net Floor Area	shall be the sum of the floor areas, each measured to the inside of the exterior walls of the building or buildings, and shall include the net floor area of any accessory building, but it shall exclude any floor area used for: • lift wells, including the assembly area immediately outside the lift doors for a maximum depth of 2 metres; • stairwells (including landing areas); • tank rooms, boiler and heating rooms, machine rooms, bank vaults; • those parts of any basement not used for residential, shopping, office or industrial uses; • toilets and bathrooms, provided that in the case of any hotel, or travellers accommodation the maximum area permitted to be excluded for each unit shall be $3m^2$; • 50% of any pedestrian arcade, or ground floor foyer, which is available for public thoroughfare; • parking areas **~~required by the Plan for, or~~** accessory to**~~,~~** activities in the building.
Ngai Tahu (Kai Tahu)	means the tribal group holding manawhenua in Te Waipounamu, the area from Kahuraki Point on the West Coast and Te Parinui-o-Whiti (Vernon Bluffs) on the east and all places south 'until the land turns white'. These traditional boundaries were confirmed by the Maori Apellate Court ruling (November 1990).
NPS	means National Policy Statement. National Policy Statements set out objectives and policies for managing activities under the Resource Management Act. These are national guidelines and are consistently applied by all Councils and relevant authorities.
Noise	Provisions for Noise are set out in Section 11: Noise. Noise levels shall be measured and assessed in accordance with NZS6801:2008 *Acoustics-Measurement of Environmental Sound*, and NZS6802:2008 *Acoustics-Environmental Noise.*
Notional Boundary	for the purposes of measurement of noise, means a line 20 metres from any residential unit on any neighbouring site, as defined in NZS6802:2008 *Acoustics-Environmental Noise*.

Office	means any of the following: • administrative offices where the administration of an organisation, whether trading or non-trading is conducted; • commercial offices such as banks, insurance agents, typing services, duplicating services and real estate agents, being places where trade (other than that involving the immediate exchange of money for goods or the display or production of goods) is transacted; • professional office such as the offices of accountants, solicitors, architects, surveyors and engineers, where a professional service is available and carried out.
Outdoor Living Space	means an area of open space required by this Plan to be provided for the exclusive use of the occupants of the residential unit to which the space is allocated, and may include balconies in the Residential A zone. No outdoor living space shall be occupied by any building (other than an outdoor swimming pool, or accessory buildings up to 8m^2), driveway or parking space.
Outdoor Recreation Activity	means a recreation activity undertaken entirely outdoors with buildings limited to use for public shelter, toilet facilities, information and ticketing.
Outdoor Service Space	means an area of outdoor service space required by this Plan to be provided for the exclusive use of each household unit to which the space is allocated, for such service facilities as clotheslines, storage of rubbish tins and wood. No outdoor service space shall be occupied by any building (other than a storage area), driveway or parking space.
Outdoor Storage	means land used for the purpose of storing items, vehicles, equipment, machinery, natural and processed products, outside a fully enclosed building for periods in excess of 4 weeks in any one year.
Papatipu Marae	means those marae built on traditional Maori lands which later became Crown Grants in the form of Maori Reserves.
Papatuanuku	means the Earth Mother.
Parking Space	means a space on a site available at any time for accommodating one stationary motor vehicle. Such parking space shall not be located on any access or outdoor living space or outdoor service space and shall have vehicular access to a road or service lane.
Partial Demolition	means to demolish a substantial part of any building or structure. Partial demolition includes façade retention which normally involves the demolition of the rear or a substantial part of a building or structure and the retention of the front or main façade and the construction of a new building or structure behind the preserved façade. (See also definition of **Demolition**).
Pingao (Pikao)	means a fibrous plant *(Desmoschoenus spiralis)* used for decorative purposes such as tukutuku panelling, the construction of kete (basket, kit), as well as for other weaving purposes.

Place of Assembly	means land or buildings which are used principally for the public or private assembly of persons for cultural, entertainment, recreation, leisure, education or similar purposes. They include conference centres, seminar rooms, gymnasiums, public halls, theatres and cinemas, display galleries and museums.
Plot Ratio	means the total floor area of buildings permitted to be erected on a site. The plot ratio is calculated by dividing the net floor area of all buildings on the site by the net site area. Plot ratio is used in the Residential A Zone.
Pounamu	means greenstone, nephrite, New Zealand jade.
Principal Building	means a building, buildings or part of a building accommodating the activity for which the site is primarily used.
Private Way	shall have the same meaning as defined in Section 315 of the Local Government Act 1974.
Prospecting	means any activity undertaken for the purpose of identifying land likely to contain exploitable mineral deposits or occurrences; and includes: • geological, geochemical, and geophysical surveys; and • the taking of samples; and • aerial surveys. The taking of samples shall be limited to taking by hand or hand-held methods.
Public Area or Public Floor Area (PFA)	means those parts of a building or outdoor area normally available for use by the general public exclusive of any service or access areas of the building.
Public Safety Hazard	includes, but is not limited to, any tree that interferes with live power lines, has become unstable due to weather, has become diseased, or has grown into an unstable form.
Radiocommunication Facilities	means any transmitting/receiving devices such as aerials, dishes, antenna, cables, lines, wires and associated equipment/apparatus, as well as support structures such as towers, masts and poles, and ancillary buildings.
Rahui	means restrictions, controls, also a statement that a resource is being actively managed, 'No Trespass' sign, reserve, reservation.
Rangitira (Rakatira)	means chief.
Rangitiratanga (Rakatiratanga)	See **Tino Rangitiratanga (Tino Rakatirataka)**.

Recession Lines	means lines constructed from points on or above a boundary surface or a road surface, the angle of inclination of which is measured from the horizontal, at right angles to a site boundary and in towards the site. (See Appendix 4-1 for how to apply recession lines.) No building features shall protrude through or above the building envelope constructed by recession lines except the following: • chimneys, ventilation shafts, roof water tanks, lift and stair shafts and spires, poles and masts less 9m above ground level, provided the maximum dimension thereof measured parallel to the boundary under consideration shall not exceed 1.5m, and provided for buildings over three storeys, such features are contained within or are sited directly against the outside structural walls; and • in Residential Zones where a single gable end with a base (excluding eaves) of 7.5m or less faces a boundary and a recession line strikes no lower than half way between the eaves and ridge line, a gable end may penetrate the recession lines. Where the land immediately adjoining the site boundary forms part of a right-of-way or access strip, the recession lines shall be calculated from the far side of the right-of-way or access strip.
Recreation	means all activities freely chosen by an individual, which give that person enjoyment, satisfaction and a sense of well-being. Recreation activities can be described as "active", including group sports or activities of a less formal nature, such as jogging or cycling, community rugby and football teams or "passive", including activities such as picnicking, nature watching or viewing the landscape.
Recreation Lodge	means an integrated development of visitor accommodation with all food preparation, dining, recreation and bar facilities being centralised and shared by all visitors.
Recreational Activity	means the use of land and buildings for the primary purpose of recreation and entertainment by the members of more than one household unit. This does not include commercial recreational activities where a fee is paid to use facilities i.e. a commercial bowling alley but does include community sports facilities where a membership fee may be paid.
Relocatable	means not intended for permanent location on any site and readily capable of removal for relocation to another site.
Relocation	in relation to a building, means the removal of any building from any site and the permanently fixing down on a new site. In relation to any heritage item (building), relocation means to physically shift the location of the building within a property or to another property and may include raising a building or structure.
Repair (of a historic item)	means the restoration to good or sound condition of any existing building (or any part of an existing building) for the purpose of its maintenance.
Reserve	means a reserve in terms of the Reserves Act 1977.

Residential Unit	means a single self contained housekeeping unit, whether of one or more persons, that contains one kitchen facility, and includes accessory buildings. If more than one kitchen facility is provided, there shall be deemed to be more than one residential unit.
Residential Activity	means the use of land and buildings by people for the purpose of permanent living accommodation, including all associated accessory buildings, leisure activities and the keeping of domestic livestock. For the purposes of this definition, residential activity shall include emergency and refuge accommodation, and the use of holiday homes which is not commercial.
Retail Activity	means the use of land or buildings for displaying or offering goods for sale or hire to the public and includes, but is not limited to, food and beverage outlets, small and large scale retail outlets, trade suppliers, yard based suppliers, second hand goods outlets and food courts.
Retail Sales	means the direct sale or hire to the public from any site and/or the display or offering for sale or hire to the public on any site of goods, merchandise or equipment. Retail sales includes restaurants, but excludes recreational activities.
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.
River	A natural stream of water that flows under or over land and empties into a body of water such as a sea or lake. This includes ephemeral rivers.
River Protection Work	means works, structures and plantings for the protection of property and people from floods; and includes areas of vegetation maintained or planted in the margins of flood fairways, the clearance of vegetation and debris from flood fairways, stopbanks, access tracks, rockwork, anchored trees, wire rope and other similar structures.
Road	means the whole of any land which is vested in the council for the purpose of a road or as defined in Section 315 of the Local Government Act 1974.
Road Boundary (Road Frontage)	means any boundary of a site abutting a legal road (other than an access way or service lane) or contiguous to a boundary of a road designation. **Frontage** or **Road Boundary** (Road Frontage) shall have the same meaning as road boundary.
Rohe	means boundary, district, as for rohe potae.
Rohe Potae	means traditional Tribal boundaries.
Runanga (Runaka)	means local representative groups holding manawhenua. A Maori equivalent of local government formed to protect and defend the rangatiratanga, the turangawaewae, and the cultural and social values of their members.
Rural Activities	Means farming activities, intensive farming activities, and forestry activities.

Rural Service Activities	means any activity that provides a commercial service to a rural activity such as seed cleaning, rural contractors and grain drying.
Sealed	means a road, street, vehicle access, parking area, manoeuvring, loading or hard stand area with a constructed pavement to a formed standard and surfaced with a permanent treatment using an impervious layer of either bitumen and chip seal, asphaltic concrete, paving blocks, concrete or similar products. See also the definition for **hardsurfacing**.
Sensitive Activity	includes any of the following activities: • Residential Activity; • Travellers Accommodation; • Community Facility; • Recreational Facility or Recreational Activity; • Place of Assembly; • Restaurant; • Educational Facility; • Camping Ground Facility; but excludes Temporary Accommodation.
Service Activity	means the use of land and buildings for the primary purpose of the transport, storage, maintenance or repair of goods, including panel beating and vehicle spraying. It also provides for service stations. See also the definition of Rural Service Activity for those activities servicing a rural activity.
Service Lane	means any lane laid out or constructed for the purpose of providing the public with a side or rear access for vehicular traffic to any land or as defined in Section 315 of the Local Government Act 1974.
Service Station	means any site where the dominant activity is the retail sale of motor vehicle fuels (including petrol, LPG, CNG, diesel, or similar), and may also include any one or more of the following: • the sale of kerosene, alcohol based fuels, lubricating oils, tyres, batteries, vehicle spare parts and other accessories normally associated with motor vehicles; • mechanical repair and servicing of motor vehicles (includes motor cycles, caravans, boat motors, trailers); • warrant of fitness testing; • the sale of other merchandise where this is an ancillary activity to the sale of motor fuel and vehicle accessories; • truck stops; • car wash facilities.

Setback (or Building Setback)	means the distance between the façade of a building and the boundary of its site. Where any building is required to be setback from any site boundary, no part of that building, unless specifically permitted by the Rules in the Plan, shall be closer to the site boundary than the minimum distance specified. Where any road widening is required by this Plan, the setback shall be calculated from the proposed final site boundary.
Shelterbelt	means trees or vegetation planted primarily to provide shelter for stock or for other agriculture or horticulture purposes up to a maximum width of 15m but excluding amenity tree planting, horticulture and forestry activities.
Sign / Signage	means any sign or device of whatever nature for the purpose of specific identification of any site or building, for providing directions or information, or for promoting any goods, services or forthcoming events, and which is visible from any public place or thoroughfare. Such sign may consist of a specially constructed device, structure, erection or apparatus, or may be painted, written, printed, carved, embossed, inscribed, projected onto, placed or otherwise fixed to or upon any site, wall, hoarding, pole, fence, rock, stone, tree, stationary vehicle or structure or erection of any kind whatsoever. For the purpose of the Signage rules, the definition of sign excludes any advertising device situated internally within a building or within the window of a premise.

Site	means an area of land or volume of space shown on a plan with defined boundaries, whether legally or otherwise defined boundaries, and includes: • comprised in a single allotment or other legally defined parcel of land, and held in a single title (computer register); or • comprised in a single allotment or legally defined parcel of land, for which a separate title (computer register) could be issued without further consent of the Council; being in any case the smaller land area of the two. or An area of land which is comprised of two or more adjoining allotments or other legally defined parcels of land, held together in one title (computer register) in such a way that the lots cannot be dealt with separately without prior consent of the Council; or An area of land which is comprised in two or more adjoining titles (computer registers) where such titles are: • subject to a condition imposed under Section 37 of the Building Act or Section 643 of the Local Government Act 1974; or • held together in such a way that they cannot be dealt with separately without the prior consent of the Council. except that: In the case of land subdivided under the cross lease or company lease systems (other than strata titles), site shall mean an area of land containing: • a building or buildings for residential or business purposes with any accessory building(s), plus any land exclusively restricted to the users of that/those building(s); or • a remaining share or shares in the fee simple creating a vacant part(s) of the whole for future cross lease or company lease purposes; and In the case of land subdivided under the Unit Titles Act 1972 (other than strata titles), site shall mean an area of land containing a principal unit or proposed unit on a unit plan together with its accessory units; and In the case of strata titles, site shall mean the underlying certificate of title of the entire land containing the strata titles, immediately prior to subdivision.
Site Boundary	shall have the same meaning as **Boundary**.
Site Coverage	see **Building Coverage** (or Site Coverage) above.

Site Standards	are specified in relation to matters which tend to impact on the use of the particular site and adjacent areas. The Site Standards are considered important in achieving a satisfactory environmental standard in the immediate vicinity of an activity. While these standards are important, they are not fundamental to the integrity of an area and so are set in a way that if development does not comply with these standards the Council will consider the matter of non-compliance by way of resource consent. This enables the Council to consider the implications of non-compliance on the use and enjoyment of the site being developed and on the surrounding environment.
Sleepout	means an accessory building used primarily for sleeping purposes for occupants of the residential site. Sleepouts shall not be self contained or include kitchen facilities and shall be limited to a maximum of 40m² GFA. Sleepouts may not be rented out or used separately from the main residential unit on the site.
Stopbank	means a structure or device for containing or diverting river flows to protect property, people or assets. (See Appendix 3-1 for how to establish the centreline of a stopbank.)
Stream	A naturally occurring narrow and shallow river. This includes ephemeral streams.
Special Event	means an irregular event, of a short term or temporary nature, which could involve large groups of people or is of such a character that the normal requirements relating to matters such as noise, parking and the like cannot be complied with and includes entertainment, cultural events, sporting events, public meetings, galas, and market days.
Surroundings	in relation to a heritage item, means an area of land (including land covered by water) surrounding a place, site or area of heritage significance which is essential for retaining and interpreting its heritage significance. It can apply either to land which is integral to the heritage significance of items or an area which includes buildings, sites, trees, and place/area of significance to Maori. The term surroundings is adopted to include curtilage and setting.
Tangata Whenua (Takata Whenua)	means 'people of the land', the people who hold the turangawaewae and the manawhenua in an area, according to Tribal and hapu custom.
Taonga (Taoka)	means treasured possessions, includes both tangible and intangible treasures, for example, the Maori language.
Tapu	means sacred, spiritual protection or restriction, best described by the context in which it is used.
Tauranga Waka	means canoe landing sites.
Tavern	means a commercial activity which consists of the sale of liquor and other refreshments to the general public for consumption on the premises. A tavern may include a restaurant, but excludes visitor accommodation.

Telecommunication Facility	means any telecommunication line, telephone exchange, telephone booth, telephone cabinet or pay phone, or any other structure, facility or apparatus intended for the purpose of effecting telecommunication.
Telecommunication Line	means a wire or wires or a conductor of any other kind (including a fibre optic cable) used or intended to be used for telecommunication and includes any insulator, casing, minor fixture, tunnel, or other equipment of material used or intended to be used for enclosing, surrounding or protecting any such wire or conductor; and also includes any part of a line.
Temporary Military Training Activity	means an activity undertaken temporarily for Defence purposes. Defence purposes are those in accordance with the Defence Act 1990. The Defence Act also enables access to Defence Areas, which includes areas utilised for temporary military training activities, to be restricted.
Te Tiriti o Waitangi	means the Treaty of Waitangi, often used to mean specifically the Maori version which Ngai Tahu and most other Chiefs signed.
Te Waipounamu	means the South Island, usually said to mean literally "The Greenstone Waters". The traditional southern form is Te Waahi Pounamu, or "The Place of Greenstone". This in fact is a specific smaller area still known to traditional Kai Tahu people, but the term is generally understood now to refer to the whole of the South Island. Because of the Kai Tahu dialectical glottal stop the "h" disappeared from written forms, "wa'i", and the original word "waahi" (place) has been re-interpreted by other Maori of northern tribes as "wai" (water). Those overlaid "traditional explanations" appeared in print in Pakeha books, have been repeated by authoritative Maori, and many Ngai Tahu now believe those versions instead of their own.
Tikanga Maori (Tikaka Maori)	means Maori traditions, customs, lore or law, the correct Maori way.
Ti-kouka	means Cabbage Tree (*Cordyline australis*). Highly valued for its natural carbohydrates, yielding fructose and other sugars when cooked.
Tino Rangitiratanga (Tino Rakatirataka)	means full chieftanship and authority, including the right to permit or deny others, inherent sovereignty.
Tipuna	means ancestors, also tupuna.
Tohunga	means spiritual leaders, experts in various disciplines.
Tuna	means eels. It is important to note that Ngai Tahu have over 30 names for eels. These refer to different species, and also to different seasonal age-classes and varieties within those species.
Turangawaewae	means a person's right to stand on a particular piece of land or in a certain place and to speak and be heard on matters affecting them and their relationships to that land and its resources.
Urupa	means places where Maori bury their dead, often enclosed.

Utility	means facilities, structures and works necessary for, incidental to, and associated with, providing the following: • the generation and transmission of energy; • transportation networks and navigational aids; • the storage, treatment and conveyance of water, stormwater and sewage; • the disposal of waste; • radiocommunications and telecommunications; • the protection of the community from natural hazards; • monitoring and observation of weather; • undertaking a project or work described as a "network utility operation" by regulations made under the Resource Management Act.
Vegetation Clearance	means the felling, clearing or modification of trees or any vegetation by cutting, crushing, cultivation, spraying or burning. **Clearance of Vegetation** shall have the same meaning.
Vehicle Crossing	means the formed and constructed vehicle entry/exit from the carriageway of any road up to and including that portion of the road boundary of any site across which vehicle entry or exit is obtained to and from the site, and includes any culvert, bridge or kerbing.
Vehicle Trip	means a single vehicle movement to or from a particular site by a person or persons in a motor vehicle.
Visitor Accommodation	means the use of land and buildings for short-term, commercial, living accommodation where the length of stay for any one visitor is not greater than 4 months at any one time. Visitor accommodation may include some self-contained or centralised services or facilities, such as food preparation, dining and sanitary facilities, conference, recreation and bar facilities, and associated parking areas for the use of those staying on the site.
Waahi Taonga (Waahi Taoka)	means places (waahi) of special value.
Waahi Tapu	means places of sacred and extreme importance.
Wastes	means any materials, including waste containers and their contents (whether solid or liquid), which have been discarded or rejected as being spent, useless, worthless or in excess. They include waste materials from any industrial, commercial, institutional or trade source, and waste materials removed or collected for disposal from any residential or rural property. Solid Wastes include liquid wastes only to the extent that they are present in containers.

Wastewater System	means those components of the network between the point of discharge from a customer to the discharge of treated effluent into the natural environment. This includes but is not limited to: trunk main, rising mains, mains, manholes, terminal maintenance shafts, property laterals (on road reserve irrespective of point of discharge), pump stations, pumps, valves, meters, treatment plants, canal, wetlands, lagoons, infiltration basins, and irrigated land.
Waste Management Facility	means any landfill, resource recovery park, transfer station, recyclables drop-off site or other land or facility operated by or for the Council for the disposal or temporary storage of refuse or any specified recyclable.
Waterbody or Water Bodies	means any fresh water in a river, lake, stream, pond or wetland, or any part thereof (including ephemeral and modified), but excludes an artificial watercourse or waterbody.
Water Supply	means those components of the network between the point of abstraction from the natural environment and the point of supply. This includes but is not limited to: wells, infiltration galleries, intake structures, open raw water storage ponds/lakes, falling mains, treatment plants, treated water reservoirs, trunk mains, service mains, rider mains, pump stations, pumps, valves, hydrants, scour lines, service pipes, boundary assemblies, meters, backflow prevention devices and tobies.
Wetland	means a) wetlands which are part of river, stream and lake beds; b) natural ponds, swamps, marshes, fens, bogs, seeps, brackish areas, mountain wetlands, and other naturally wet areas that support an indigenous ecosystem of plants and animals specifically adapted to living in wet conditions, and provide a habitat for wildlife; coastal wetlands above mean high water springs; but excludes: i. wet pasture or where water temporarily ponds after rain; ii. artificial wetlands used for wastewater or stormwater treatment except where they are noted for high ecological values; iii. artificial farm dams, drainage canals[7] and detention dams; iv. reservoirs for fire fighting, domestic or community water supply.
Whakapapa	means genealogy, genealogical relationship.
Whakatauki (Whakatauaki)	means proverbial saying.
Whanau	means family groups.
Whanaungatanga	means the relationship which binds people together through their common genealogy; unity of purpose and mutual support.
Whenua	means land, also the placenta.

Workers Accommodation	means a residential unit for the use of farm workers or family members, additional to the first residential unit on a site, provided they are to be constructed on a farming unit to provide accommodation for persons employed on that farm and that no further subdivision is involved. Workers accommodation shall be legally encumbered to ensure that they are not separately subdivided from the main farming unit.
Zone Standards	are standards which are fundamental to the environmental standard or character which is sought to be attained for a zone or area. These standards often relate to matters which can have widespread or cumulative effects on the wider zone or area, such as noise and traffic generation. Because of their importance, all activities which fail to meet these standards are non-complying activities which face a rigorous test if they are to obtain resource consent.

17.2 Noise Definitions

Commonly used noise measurement parameters and other useful noise definitions are provided below:

dB	decibels are a logarithmic unit used to measured sound pressure. A doubling of sound pressure results in a 3dB increase in sound level.
L_{dn}	is a "day-night" noise level. This is an L_{eq} measured over a 24hr period, where night-time noise levels are penalised by 10 dB to account for additional annoyance during sleeping hours.
$L_{Aeq(t)}$	is the time-averaged, A-weighted sound pressure level during the sample period and effectively represents an average value. The suffix "t" represents the time period to which the noise level relates, and should be stated in all cases. A 15 minute measurement previously denoted as "55 dBA L_{eq}" is now stated as "55 dB $L_{Aeq(15min)}$".
L_{AFmax}	is the maximum A-weighted sound level measured using fast response (hence F), during a chosen sample period. It is also used to describe intrusive sound. Previously denoted L_{max}.
L_{AFmin}	is the minimum A-weighted sound level measured using fast response (hence F), during a chosen sample period.
L_{A10}	is the A-weighted sound level that is exceeded for 10% of the sample period. Previously denoted as L_{10}, this parameter has been used for many years to describe intrusive sound. In the latest version of New Zealand standards, it has been replaced by $L_{Aeq(t)}$, which is numerically very similar.
$L_{90(t)}$	is the sound level that is exceeded for 90% of a chosen sample period, and is used to quantify background noise. Generally A-weighted (and denoted $L_{A90(t)}$), with the suffix "t" denoting the measurement time, which should be stated, L_{90} has replaced the previous L_{95} to bring New Zealand into line with International practice.

L_{AE}	is the A-weighted Sound Exposure Level, previously known as SEL. This is a notional parameter and is the sound level, that if maintained for a constant 1 second, contains the same energy as the varying noise level.
A-weighting	is the process by which noise levels are corrected to account for the non-linear frequency response of the human ear.

All noise levels are quoted relative to a sound pressure of $2x10^{-5}$Pa.

NZS6801 New Zealand Standard NZS 6801:2008 *Acoustics—Measurement of Environmental Sound*

NZS6802 New Zealand Standard NZS 6802:2008 *Acoustics—Environmental Noise*

NZS6808 New Zealand Standard NZS 6808:2010 *Acoustics - The Assessment and Measurement of Sound from Wind Turbine Generators*

Proposed Plan Change 5 to the Ashburton District Plan

Introduction

The Plan Change covers five discrete areas within the Transport Section of the Ashburton District Plan, they are:

A. Consequential changes resulting from the NPS-UD
B. Mobility parking
C. Cycle parking
D. High trip generating activities
E. Update to roading hierarchy

Each of these separate topics listed above are assessed separately in this report, along with an appropriate scale of section 32 analysis and recommendations.

Section 32 of the Resource Management Act requires that the evaluation report for a Plan Change contains a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal. The scale and significance of each part of this Plan Change has been assessed separately to ensure that any differences in the level of impact result in differences in levels of analysis.

The proposed plan change text is included in Appendix 1.

Schedule 1 Consultation

Consultation has been undertaken in accordance with Schedule 1, Clause 3 of the Resource Management Act 1991 prior to notification of this Plan Change with the following stakeholders.

The Ministry for the Environment
The Ministry of Transport
Waka Kotahi NZ Transport Agency
Canterbury Regional Council (ECan)
Selwyn District Council
Timaru District Council
Mackenzie District Council
Westland District Council
Te Runanga o Ngai Tahu
Te Runanga o Arowhenua (Aoraki Environmental Agency)
Te Taumutu Runanga (Mahaanui Kurataiao Limited)

A summary of feedback received is attached as Appendix 2A.

Summary of Issues

Consequential changes as a result of the NPS-UD	**Why is it an issue:** The District Plan currently has standards for the size, layout and formation of "required" car parks. Given that there is now no requirement to provide car parking, technically these design standards are also not required. There is a risk that where developers choose to build car parks, they may not be appropriately designed (i.e. too short, narrow or difficult to manoeuvre into). The requirement for queuing spaces for vehicles at service stations and drive through facilities was also removed in February 2022, as this was previously bundled into the minimum parking standards. Currently, the plan has no requirement for developments to provide queuing spaces. As such, a new fast-food restaurant with drive through facilities could be consented which provides inadequate space for vehicles to queue and may compromise the safety and efficiency of roads. **How do we propose to address the issue:** It is proposed to delete the word "required" in rule 10.8.4 to give staff the ability to ensure that all parking spaces are designed to appropriate dimensions. It is proposed to add to rule 10.8.12 the queuing length requirements, which were removed as part of the minimum parking standards in February.
Mobility parking	**Why is it an issue:** Since the February plan change, no parking is required for any development, so the risk is that a developer could choose for example to develop a large commercial activity, and provide less car parks than would previously have been required, or no car parks at all, and as a result the required mobility parking would be reduced or eliminated. The threshold for mobility parking requirements is too high for most activity types. Any activity that provides fewer than 9 car parks is exempt from providing mobility parking, regardless of the activity type or where it is located. This is inconsistent with the Building Code (copy included in Appendix 4) which requires that any activity providing 1 or more car parks is required to provide at least 1 mobility parking space. **How do we propose to address the issue:** The proposed change to rule 10.8.3 does two key things. It ensures that larger scale activities (over 2,500m2) which choose to provide no car parking will still be required to provide mobility parking. Basing the mobility parking rate on the floor area is an approach suggested by NPS-UD guidelines as a way of calculating the requirement when no other car parking is provided. It ensures that mobility parking is provided even where 1-9 car parks are provided (except for residential activities or small-scale visitor accommodation such as a B&B). This change is recommended to bring the Plan in line with current best practice and the Building Code. Appendix 4 has a copy of the relevant section of the Building Code.
Cycle parking	**Why is it an issue:** Since the February plan change, no parking is required for any development, so the risk is that a developer could choose for example to develop a large commercial activity, and provide less car parks than would previously have been required, or no car parks at all, and as a result the required cycle parking would be reduced or eliminated. In this scenario there may be demand for cycle parking in the absence of

	car parks. The threshold for cycle parking requirements is too high for most activity types. Any activity that provides fewer than 20 car parks is exempt from providing cycle parking, regardless of the activity type or where it is located. If a cycle park is provided it might not be usable because the design or location is poor. **How do we propose to address the issue:** It is proposed that that the plan is amended so that cycle parking requirements are tied to the nature and scale of the activity taking place (See Appendix 4 for proposed Rule 10.8.6). This will ensure that cycle parking provision is not removed or reduced, should car parking provision decrease.
High trip generating activities	**Why is it an issue:** There is an opportunity to give effect to the Ashburton District Parking Strategy 2021 (Parking Strategy) through this change. Page 24 of the Parking Strategy sets out a range of methods to achieve Objective A: "Support placemaking, amenity, and good urban design outcomes". One of the methods is to include provisions in the District Plan for high traffic generating activities. Including provisions in the District Plan is one of the key opportunities give weight to the Ashburton District Parking Strategy and its objectives. By managing the demand for (private motor) vehicle trips, there is an opportunity to alleviate issues of parking supply. Issues of parking supply may become more acute over time as a result of the NPS-UD changes, placing costs on the Council in terms of management of on-street space and/or provision of off-street public parking. There is an opportunity to recognise the benefits of high trip generating developments that provide for accessibility by a range of transport modes, that manage the demand for travel, and/or that integrate well with the existing transport network. There is an issue where high trip generating activities may have substantial negative impacts on the safety and/or efficiency of the transport network through trip generation or site and access design. There is currently insufficient discretion to consider these adverse effects, which risks poor outcomes in terms of level of service for the Council's roads, and in achieving the transport objectives of the District Plan. In the absence of the proposed rule, Council roads may be vulnerable to congestion or poor safety outcomes. The internal site design may not provide a safe or efficient environment for all transport users (e.g. pedestrians, cyclists, mobility scooters). **How do we propose to address the issue:** It is proposed is proposed as part of this this Plan Change to include a rule that allows for the assessment of the transport effects of activities which generate significant traffic. (See proposed Rule 10.8.1, attached in Appendix 5). New or expanded activities of a certain scale would be classified as 'high traffic generators', for example schools with more than 70 students or industrial activities larger than 5,000m2 GFA. Activities which trigger the threshold would require a resource consent application including an Integrated Transport Assessment (ITA). Developers of high trip generating activities would be encouraged to consider transport effects and opportunities at the design stage of the proposal. The ITA considers the relationship between landuse and transport and may include recommendations to maximise integration between the two. The accessibility of the development by all relevant modes of transport is considered, along with the safety and efficiency of the transport network, and any measures to appropriately manage

	adverse effects. The level of detail required in the ITA would reflect the scale and complexity of the proposal and its surrounding environment. The proposed rule would allow council ensure that transport effects of activities which generate significant traffic are appropriately assessed and managed.
Update to roading hierarchy	**Why is it an issue:** The Roading Hierarchy is contained within Appendix 10-1 in the Transport Section of the District Plan. Classification of a number of roads in the District has changed since the last update to the classifications in 2018. Updating of the Roading Hierarchy is an ongoing exercise of the Roading Team, as new roads are built, existing roads upgraded and changes in land use along certain roads take place, the Hierarchy which is referred to in the transportation rules is outdated and does not match the current land use and functions of the roads. **How do we propose to address the issue:** Since the Roading Hierarchy is updated on an ongoing basis as and when required, it is proposed to update the Roading Hierarchy in the District Plan to reflect the current Hierarchy as maintained by Council.

The relevant statutory documents for this plan change are identified in Appendix 2B.

A. Consequential changes as a result of the NPS-UD

Problem Definition

There are gaps in some of the existing rules resulting from the removal of minimum parking requirements. Examples include the rule for minimum dimensions of parking spaces. The rule could be interpreted to only apply to parking spaces 'required' by the plan. As only mobility parking is required by the plan, any other parking provided would not be required to meet the minimum dimensions in that rule.

Because the plan does not 'require' standard car parks, the current wording in these rules may cause confusion for plan users and may not be the most efficient or effective means of regulating the subject matter.

The transport effects created from the current gaps in the rules may cause adverse effects on the safety and efficiency of the transport network.

SCALE AND SIGNIFICANCE

The ranking has been undertaken on a basis of a -1, 0, 1 ranking system. The following degrees of scale and significance have been allocated to the respective rankings:

-1 – Insignificant

0 – Moderate

1 – Significant

Assessment Matter	Comment	Ranking
Degree of shift from the status quo (status quo defined as the current approach)	This change will be of a limited scale, it is in line with the current policy direction of the Plan and is largely fixing a gap caused by the removal of minimum car parking standards under the NPS-UD.	-1
Who and how many will be affected?	The standards for parking and access design are relevant to a broad range of activities. In practice, most developers will be meeting the standards as they applied before the removal of minimum car parking standards.	0
Degree of impact on, or interest from iwi/Māori	There likely to be limited policy interest from iwi/Maori on the standards for parking and access as they are technical transport standards and do not directly relate to water/soil/air.	-1
When will effects occur?	Ongoing into the future	0
Geographic scale of impacts	Distributed across the transport network	0
Type of effect	The proposal will have a positive and cumulative environmental effect from the design of parking areas and queuing spaces.	-1
Degree of policy risk, implementation risk, or	The proposed Plan Change is seeking to protect areas that are already protected to some extent by the Timaru District Plan. Therefore this proposal is considered nothing more than	-1

uncertainty	aligning Ashburton District Plan with other statutory documents with jurisdiction over the identified area.	

CATEGORISATION BASED ON ABOVE:

3 to 6 (High) = Comprehensive / detailed report that thoroughly addresses all aspects of s32. Expert assessments likely to be required.

-2 to 2 (Moderate) = Moderate level of detail focussing on key points.

-3 to -6 (Low) = Basic evaluation without need for much detail.

On the basis of the above assessment in the scale and significance of this Plan Changes has been determined to be **low** (-4)

REASON FOR CHANGE

The proposed change was initiated in response to the removal of minimum car parking requirements in February 2022 under the National Policy Statement on Urban Development.

Analysis of Options

The following table summarises the evaluation completed throughout the plan change process in relation to the efficiency, effectiveness and appropriateness of the various elements of the proposed plan change, as follows:

	OPTION 1: Do Nothing	**OPTION 2: Amend the District Plan to apply the parking design and queuing space requirements to any car park provided.**
Costs	There is a cost to users of the transport network from parking design, and queuing space rules not being applied when it would be appropriate for them to do so. There is the potential for confusion for plan users from the retention of reference to 'required' parking, when the District Plan does not require any car parking (other than mobility).	There is a cost to applicants in meeting the requirements for parking design and queuing space. Most of this cost existed prior to the removal of the minimum car parking requirements. There is some additional cost for applicants in needing to meet the design and queuing space requirements for any car park provided, not just those required by the Plan. However, this may have been interpreted by the Plan user in the past to apply to any car park provided in any case.
Benefits	Avoids the cost and time in doing a plan change. Retains the familiarity of the current wording for plan users.	Ensures that any parking provided is subject to requirements for parking design and queuing space. This provides benefit to all users in being enabled to access the road network and land use activities safely and efficiently.
Appropriateness	Given the costs to plan users and users of the transport network, retention of the existing wording is not considered appropriate.	Aligns the requirements with similar rules in Christchurch, Selwyn and Timaru.
Effectiveness and	This is not considered to be an effective or efficient way of achieving the Objectives in	Ensures the existing rules for parking design and queuing space will be effective in achieving

efficiency	the Plan. The existing rules for parking design and queuing space will have almost no effectiveness in achieving the outcomes sought.	the outcomes sought by the Transport Objectives.

SUMMARY OF REASONS

The operative District Plan has objectives and policies seeking the maintenance and enhancement of transport safety and efficiency. In particular, Objective 10.3: Transport Safety and Accessibility seeks "the maintenance and improvement of the safety and ease of pedestrian, cyclist and vehicle movement throughout the District. The design of parking areas and the queuing spaces will contribute to the safety and ease of pedestrian, cyclist and vehicle movement.

In order to ensure that these are achieved, the controls on the design of parking areas and queuing spaces are proposed as necessary.

RECOMMENDATION

It is proposed to amend the Operative District Plan to ensure appropriate controls over the design of parking areas and queuing spaces are restored.

B. Mobility parking

Problem Definition

Currently, the Ashburton District Plan requires that mobility parking is provided whenever more than nine car parks are provided on a site (Rule 10.8.2). The number of mobility parks required is based on the number of car parks provided for each activity. For example, a retail store with 40 car parks is required to provide 2 mobility parks on the same site.

There are two key issues:

a) Since the February plan change, no parking is required for any development, so the risk is that a developer could choose for example to develop a large commercial activity, and provide less car parks than would previously have been required, or no car parks at all, and as a result the required mobility parking would be reduced or eliminated.
b) The threshold for mobility parking requirements is too high for most activity types. Any activity that provides fewer than 9 car parks is exempt from providing mobility parking, regardless of the activity type or where it is located. This is inconsistent with the Building Code which requires that any activity providing 1 or more car parks is required to provide at least 1 mobility parking space.

An entertainment or meeting facility could be constructed with 500 seats and a floor area of 2,600m2 (a similar scale to the Ashburton Trust Event Centre). Prior to the NPS-UD, a developer would have to provide 50 carparks plus 2 mobility spaces. Under the current rules that developer could choose to provide no parking spaces on site, and consequently there would be no requirement to provide mobility parking spaces. The draft plan change would require 2 mobility spaces.

A food and beverage outlet may propose a new store and choose to provide 5 on-site car parks. Under the current rules there would be no requirement to provide a mobility parking space. This contradicts with the Building Code which requires 1 mobility space. The draft plan change would require 1 mobility space.

DISTRICT PLAN OBJECTIVES AND POLICIES ON MOBILITY PARKING

The proposed change reflects the importance of mobility parking for those in the community who need an accessible car park near businesses, services and community facilities. They may not be able to walk a longer distance from a public or on-street car park, or to use alternative modes of transport.

The District Plan objectives and policies seek to ensure the transport network is accessible. Policy 10.4B defines this as: "*To ensure adequate car parking for people with disabilities… is made in association with all activities which is sufficient to cater for normal generation demand.* In order to ensure that adequate car parking is provided for people with disabilities, the thresholds for mobility parking need to be set an adequate and appropriate level. This Plan Change seeks to ensure those thresholds are set at the right level to ensure an accessible transport network for the mobility impaired.

Scale and Significance

The ranking has been undertaken on a basis of a -1 to 1 ranking system. The following degrees of scale and significance have been allocated to the respective rankings:

-1 – Insignificant

0 – Moderate

1 – Significant

Assessment Matter	Comment	Ranking
Degree of shift from the status quo (status quo defined as the current approach)	The proposed change is an updating of the mobility parking thresholds. In some situations where no mobility parking was required, there will now be a requirement for mobility parking. The proposed change is consistent with the Building Code, so the level of change for the plan user will be minimised.	0
Who and how many will be affected?	The effects will be District Wide and experienced the greatest by mobility park users, and commercial property owners.	1
Degree of impact on, or interest from iwi/Māori	Iwi are not directly affected, however, as users of mobility parks and commercial property owners, members of Iwi will be affected.	-1
When will effects occur?	Ongoing into the future.	0
Geographic scale of impacts	The rule is applicable to all Zones.	0
Type of effect	Provision of more mobility parks, or the requirement for a resource consent.	0
Degree of policy risk, implementation risk, or uncertainty	By doing nothing, the Council may not meet it's obligations under Human Rights law, or that the transport accessibility objectives will not be met.	-1

Summary of scale and significance.

Categorisation based on above:

3 to 6 (High) = Comprehensive / detailed report that thoroughly addresses all aspects of s32. Expert assessments likely to be required

-2 to 2 (Moderate) = Moderate level of detail focussing on key points

-3 to -6 (Low) = Basic evaluation without need for much detail

On the basis of the above assessment in table 3.1 the scale and significance of this plan changes has been determined to be **moderate** (-1). This requires a moderate level of detail focussing on key points.

Reason for Change

Initiated locally because of plan effectiveness monitoring, feedback from mobility park users, and as a response to the removal of minimum (standard) car parking requirements.

Evaluation of Options

	OPTION 1: Do Nothing	OPTION 2: Update the mobility parking thresholds
Costs	Lack of mobility parking provision, and poor accessibility of the transport network. Mobility parking requirements would continue to be inconsistent with the Building Code.	There is a cost to applicants in meeting the mobility parking requirements. However the proposed change is an update to the existing thresholds and is consistent with the Building Code.
Benefits	No cost if no plan change is carried out.	Ensures adequate mobility parking is provided, ensuring an accessible transport network.
Appropriateness	Not considered appropriate because of the costs to accessibility.	It is considered appropriate to update the mobility parking thresholds.
Effectiveness and efficiency in achieving District Plan Objectives.	Not considered effective and efficient way to achieve the objectives and policies of the District Plan as it undermines the achievement of an accessible transport network.	The proposed change is efficient as it is an update to the existing mobility parking site standard. It is effective because it will apply to all relevant developments, ensuring that all developments are suitably accessible for the mobility impaired driver or passenger.

Summary of Reasons

Through the analysis above, it is concluded that the proposed change will ensure that adequate and appropriate mobility parking is provided for all activities, ensuring an accessible transport network.

Recommendation

It is proposed to update the mobility parking thresholds as set out in Appendix 1.

C. Cycle parking

Problem Definition

Like mobility parking, the Ashburton District Plan requires that cycle parking is provided whenever more than nineteen car parks are provided on a site (Rule 10.8.6). The number of cycle parks required is based on the number of car parks provided for each activity. For example, a retail store with 40 car parks is required to provide 2 cycle parks on the same site.

There are two key issues:

a) Since the February plan change, no parking is required for any development, so the risk is that a developer could choose for example to develop a large commercial activity, and provide less car parks than would previously have been required, or no car parks at all, and as a result the required cycle parking would be reduced or eliminated. In this scenario there may be demand for cycle parking in the absence of car parks.
b) The threshold for cycle parking requirements is too high for most activity types. Any activity that provides fewer than 20 car parks is exempt from providing cycle parking, regardless of the activity type or where it is located. If a cycle park is provided it might not be usable because the design or location is poor.

DISTRICT PLAN OBJECTIVES AND POLICIES ON CYCLE PARKING

The District Plan objectives and policies seek to ensure a safe, efficient and sustainable transport network, and that cycling is encouraged. Objective 10.3 seeks "The maintenance and improvement of the safety and ease of pedestrian, cyclist and vehicle movement throughout the District. The cycle standards in the Plan ensure that appropriate cycle parking is provided, and that cycling is encouraged as a sustainable means of transport.

The proposed change would update the thresholds so that cycle parking requirements are tailored to the activity type, and are decoupled from the number of car parks provided. This recognises that cycling may be a substitute for private motor vehicle trips and that it has it's own parking and accessibility requirements.

Adequate cycle parking provision is needed to give effect to the Walking and Cycling Strategy and the existing objectives of the District Plan.

Scale and Significance

The ranking has been undertaken on a basis of a -1 to 1 ranking system. The following degrees of scale and significance have been allocated to the respective ranking s:

-1 – Insignificant

0 – Moderate

1 – Significant

Assessment Matter	Comment	Ranking
Degree of shift from the status quo (status quo defined as the	This plan change is generally an update to the existing cycle standards. There is a shift to cycle requirements based on activity type. There is also likely to be an	0

current approach)	overall increase in the level of cycle parking required/provided.	
Who and how many will be affected?	Cycle park users and developers of sites where cycle parking is required.	0
Degree of impact on, or interest from iwi/Māori	The potential impact of iwi is minor, this is not an item of specific cultural interest. However, the sustainability of the transport network is of general interest and this plan change will support transport sustainability.	-1
When will effects occur?	Ongoing into the future.	-1
Geographic scale of impacts	This will have a District wide effect to new development that requires cycle parking.	0
Type of effect	Requirements to provide cycle parking in association with land uses, and availability and quality of cycle parking.	0
Degree of policy risk, implementation risk, or uncertainty	Minor, the District Plan currently contains cycle parking standards. The proposed change would update the existing standards by tailoring the cycle parking requirement to the activity type.	-1

Summary of scale and significance.

Categorisation based on above:

3 to 6 (High) = Comprehensive / detailed report that thoroughly addresses all aspects of s32. Expert assessments likely to be required

-2 to 2 (Moderate) = Moderate level of detail focussing on key points

-3 to -6 (Low) = Basic evaluation without need for much detail

On the basis of the above assessment in table 4.1 the scale and significance of this plan changes has been determined to be **Low** (-3). This requires a basic level of evaluation with not much detail.

Reason for Change

Initiated locally because of plan effectiveness monitoring. Council has received feedback from a cycle group, and is also responding the removal of (standard) car parking requirements under the National Policy Statement on Urban Development.

Appropriateness of the Plan Change

The proposed Plan Change is in support of the District Plan objectives and policies on transportation by ensuring that an appropriate number and type of cycle parks are provided based on the activity type.

Assessment of Options

The following summarises the evaluation completed throughout the plan change process in relation to the efficiency, effectiveness and appropriateness of the various elements of the proposed plan change, as follows:

Option 1: Status Quo – Do Nothing
Option 2: Updating the cycle parking requirements

	OPTION 1: Do Nothing	**OPTION 2: Updating the Cycle parking requirements**
Costs	Cycling as a means of transport would not be supported. The efficiency and sustainability of the transport network would continue to be compromised.	There are economic costs associated with going through the plan change process. There is a cost to applicants in providing cycle parking.
Benefits	Low cost for Council.	Appropriate cycle parking standards are included in the plan, and cycling is encouraged. The existing District Plan objectives are likely to be achieved.
Appropriateness	Over time the existing provisions for cycle parking look more and more dated relative to best practice. The existing provisions may be a barrier to achievement of the District Plan objectives and the objectives of the Walking and Cycling Strategy.	It is appropriate to update the cycle parking standards so that they are tailored to the activity type.
Effectiveness and efficiency in achieving District Plan Objectives.	The existing cycle standards are not effective in meeting cycle parking needs, or in encouraging the uptake of cycling. They are efficient in that the threshold is simple to apply, but inefficient in that the threshold is not based on activity type which may result in under or over provision.	Updating the cycle standards would be effective in achieving the objectives of the District Plan and the Walking and Cycling Strategy. The proposed change would be efficient because the thresholds for cycle parking provision would be tailored to activity type, and no longer based on the number of car parks provided.

From the above analysis it is concluded that Option 2 is the most favourable.

Summary of Reasons

The proposed update of the cycle provisions is considered appropriate as if will be the most effective and efficient way of achieving the objectives of the District Plan.

Recommendation

It is proposed that a updated cycle standards be incorporated into the District Plan.

D. High trip generating activities

Problem Definition

There are currently no provisions in the District Plan for high traffic generating activities, except for some commercial activities which have a vehicle crossing design requirement.

Issues/Opportunities:

- There is an opportunity to give effect to the Ashburton District Parking Strategy 2021 (Parking Strategy) through this change. Page 24 of the Parking Strategy sets out a range of methods to achieve Objective A: *"Support placemaking, amenity, and good urban design outcomes"*. One of the methods is to include provisions in the District Plan for high traffic generating activities. Including provisions in the District Plan is one of the key opportunities to give weight to the Ashburton District Parking Strategy and its objectives.
- By managing the demand for (private motor) vehicle trips, there is an opportunity to alleviate issues of parking supply. Issues of parking supply may become more acute over time as a result of the NPS-UD changes.
- There is an opportunity to recognise the benefits of high trip generating developments that provide for accessibility by a range of transport modes, that manage the demand for travel, and/or that integrate well with the existing transport network.
- There is an opportunity to align the Ashburton District Plan with the proposed Plans of Selwyn, Timaru and the West Coast in providing a consistent approach to the management of high traffic generating activities.
- There is an issue where high trip generating activities may have substantial negative impacts on the safety and/or efficiency of the transport network through trip generation or site and access design. There is currently insufficient discretion to consider these adverse effects (an issue that has been raised by the Transport team). This risks poor outcomes in terms of the safety and efficiency of the road network, and in achieving the transport objectives of the District Plan. In the absence of the proposed rule, roads may be vulnerable to congestion or poor safety outcomes.
- The internal site design may not provide a safe or efficient environment for all transport users (e.g. pedestrians, cyclists, mobility scooters).

DISTRICT PLAN OBJECTIVES AND POLICIES ON HIGH TRIP GENERATING ACTIVITIES

The District Plan existing objectives and policies seek to ensure a safe, efficient and sustainable transport network.

The proposed change would introduce new policies tailored to the management of high trip generating activities. These are focussed on managing adverse effects and promoting and recognising positive effects. The provisions would give effect to the Ashburton District Parking Strategy 2021 and the existing objectives of the District Plan. The proposed change would better give effect to the Canterbury Regional Policy Statement as discussed in Appendix 2B and would provide consistency with the proposed District Plans of Selwyn, Timaru and the West Coast.

The proposed plan change would ensure that the transport effects of high trip generating activities are able to be considered in the resource consent process, subject to specific matters of discretion. The matters of discretion allow for recognition of positive effects as well as providing discretion to consider adverse effects.

The assessment process also allows opportunity to integrate land use development with planned infrastructure upgrades, or to ensure that the network can support the proposed activity and the likely transport demands generated from it.

Scale and Significance

The ranking has been undertaken on a basis of a -1, 0, 1 ranking system. The following degrees of scale and significance have been allocated to the respective rankings:

-1 – Insignificant

0 – Moderate

1 – Significant

Assessment Matter	Comment	Ranking
Degree of shift from the status quo (status quo defined as the current approach)	The proposed changes are considered a significant shift from the current situation. The plan currently does not currently have provisions for high trip generating activities, and some new policies would need to be introduced under the existing transport objectives.	1
Who and how many will be affected?	The effects will be felt by all transport users, however they are most likely to be noticed by developers of high trip generating activities and the users of those activities.	0
Degree of impact on, or interest from iwi/Māori	This plan change does not have any specific cultural impacts. However, the proposed change would support the sustainability of the transport network in line with Iwi aspirations.	-1
When will effects occur?	The effects of this plan change will be ongoing as the related development will happen overtime.	0
Geographic scale of impacts	District Wide, focussed on the high trip generating activities and their supporting road and footpath networks.	0
Type of effect	The proposed change will be far reaching in terms of transport safety, accessibility and sustainability.	0
Degree of policy risk, implementation risk, or uncertainty	The degree of policy risk is low as this change is proposed within the adopted Ashburton District Parking Strategy 2021, and would support the achievement of the existing transport objectives. The management of high trip generating activities is being proposed in all neighbouring Council's plans, and is likely to be included in the future regional NBE Plan.	-1

Summary of scale and significance.

Categorisation based on above:

3 to 6 (High) = Comprehensive / detailed report that thoroughly addresses all aspects of s32. Expert assessments likely to be required

-2 to 2 (Moderate) = Moderate level of detail focussing on key points

-3 to -6 (Low) = Basic evaluation without need for much detail

On the basis of the above assessment in table 5.1 the scale and significance of this plan change has been determined to be **Moderate (-1)**. This requires a moderate level of detail focussing on key points.

Reason for Change

The District is anticipated to grow, placing additional pressures on the existing transport network. The management of the effects of high trip generating activities, both positive and negative, will support a safe, efficient, and sustainable transport network.

Evaluation of options

The following table below summarises the evaluation completed throughout the plan change process in relation to the efficiency, effectiveness and appropriateness of the various elements of the proposed plan change, as follows:

Option 1: Do Nothing

Option 2: Introduce provisions for high trip generating activities.

	OPTION 1: Do Nothing	**OPTION 2: Introduce provisions for high trip generating activities**
Costs	No cost to Council if no change is made. However, there would be economic and environmental costs from compromised safety, efficiency and sustainability of the transport network.	There is an economic cost associated with going through the plan change. There is a cost to applicants in meeting the requirements for integrated transport assessments.
Benefits	No cost to Council.	There are benefits for the safety, efficiency, and sustainability of the transport network from the proposed change.
Appropriateness	It is not considered appropriate to rely on the existing planning provisions to manage the effects of high trip generating activities.	It is considered appropriate to introduce provisions to manage the effects of high trip generating activities.
Effectiveness and efficiency in achieving District Plan Objectives.	Doing nothing is not considered effective as there will continue to be a gap in the management of the effects of high trip generating activities, and this will have ongoing adverse effects on the transport network. The potential adverse effects on the transport network, means that the status quo is not likely to be an efficient method of achieving the transport objectives for a safe, efficient and sustainable transport network.	The proposed change is effective because it allows for the management of the effects of high trip generating activities. The management of the effects of high trip generating activities would provide an efficient method of achieving the transport objectives for a safe, efficient and sustainable transport network.

From the above it is considered appropriate to address the issue through the proposed changes and improve the efficiency and effectiveness of the District Plan. Therefore option 2 is preferred.

Summary of Reasons

The proposed changes would support a safe, efficient, and sustainable transport network.

Recommendation

It is therefore proposed to amend the District Plan to include provisions for high trip generating activities.

E. Update to roading hierarchy

Problem Definition

The key issue is that the current Roading Hierarchy was last updated 5 years ago in Plan Change 2. Over the last 5 years Ashburton District has grown and significant development has taken place over that time which required upgrading of infrastructure including the roading network to accommodate additional vehicles and improved measures.

IMPORTANCE AND OBJECTIVES OF COUNCIL ROADING HIERARCHY

Roading Hierarchy is a classification of roads in the District in accordance with the average daily volume of traffic they carry and other roading functionality in relation to adjacent land use activities. Under the road hierarchy system, roads are classified as arterial, principal, collector and local roads. By maintaining a roading hierarchy in the District, Council manages and directs traffic flows, setting aside certain roads with a priority for through traffic. This increases efficiency by enabling through traffic to travel relatively unimpeded and safely on these roads.

The extent to which vehicle access and vehicle crossings are provided for depends on road design, volume of traffic and speed limit and adjoining land use activities. Adequate visibility distances from vehicular crossings and road intersections are provided for to improve traffic safety. Council has traditionally used the District Plan to control the number, type and location of all vehicle access points and vehicle crossings onto all roads within the District, particularly for activities which generate high numbers of vehicle movements.

The rules specifying width of roads, minimum sight and separation distances of accesses are to ensure that all new roads and accesses are created with the capacity to provide accessibility for residents of the area and link up with the adjoining road transport network safely and efficiently, avoiding congestion, and providing for on-street parking and pedestrian/cycle movement.

Adequate design and construction standards are needed for vehicle crossings depending on the hierarchy of the road in order to ensure that vehicles can enter and leave a site at all times in a safe and convenient manner Therefore, limitations are required on the number of vehicle crossings to facilitate the intended function of the road hierarchy. The required visibility distances will increase with increasing vehicle speed on the adjoining road and associated increased stopping distances. High speed arterial roads are intended to function primarily as thoroughfares, with minimal property access, whereas local roads are intended to provide direct property access and have the least restriction on the number of access points.

Scale and Significance

The ranking has been undertaken on a basis of a -1 to 1 ranking system. The following degrees of scale and significance have been allocated to the respective ranking s:

-1 – Insignificant

0 – Moderate

1 – Significant

Assessment Matter	Comment	Ranking
Degree of shift from the status quo (status quo defined as the current approach)	This plan change is a minor update to recognise the few new roads and other existing roads that changed status as a result of recent development in the District.	0
Who and how many will be affected?	Residents of identified roads and potential future development along those roads	0
Degree of impact on, or interest from iwi/Māori	The potential impact of iwi is minimal, this is not an item of specific cultural interest	-1
When will effects occur?	Ongoing into the future	-1
Geographic scale of impacts	This will have a District wide effect to new development along the roads.	0
Type of effect	Requirements to vehicular crossing separation in association with local land uses	0
Degree of policy risk, implementation risk, or uncertainty	Minor, the ranking of the road reflects the current volumes of traffic, land use and potential development along the road	-1

Summary of scale and significance.

Categorisation based on above:

3 to 6 (High) = Comprehensive / detailed report that thoroughly addresses all aspects of s32. Expert assessments likely to be required

-2 to 2 (Moderate) = Moderate level of detail focussing on key points

-3 to -6 (Low) = Basic evaluation without need for much detail

On the basis of the above assessment in table 4.1 the scale and significance of this plan changes has been determined to be **Low** (-3). This requires a basic level of evaluation with not much detail.

Reason for Change

Initiated locally because of plan effectiveness monitoring. Council has reviewed and updated its Roading Hierarchy.

Appropriateness of the Plan Change

The proposed Plan Change is in support of the District Plan objectives and policies on transportation by appropriately raking the district roads in accordance with their current and anticipated function in order to manage traffic and development within those roads accordingly.

Assessment of Options

The following summarises the evaluation completed throughout the plan change process in relation to the efficiency, effectiveness and appropriateness of the various elements of the proposed plan change, as follows:

Option 1: Status Quo – Do Nothing
Option 2: Maintaining an updated roading hierarchy and incorporate it into the District Plan by reference

	OPTION 1: Do Nothing	OPTION 2: Updating the Roading Hierarchy
Costs	Current roading hierarchy is outdated and does not give Council an opportunity to take into consideration the current status and intensity of use of roads when processing land use proposals.	There are economic cost associated with going through the Plan Review process.
Benefits	Low cost for Council.	Efficiency in allocating land use activities in appropriate locations relative to the roading hierarchy to avoid land use conflicts.
Appropriateness	As the District population increases so does the land use activities and associated traffic movements. Lack of review of the roading hierarchy for a prolonged period is not considered appropriate because it creates mismatch between roading capacity and land use.	It is appropriate to update the roading hierarchy in accordance with the current usage and capacity of roads in order to manage development within those road corridors.
Effectiveness and efficiency in achieving District Plan Objectives.	The current road hierarchy is outdated and its use is not considered efficient and effective way of achieving the transportation of objectives and policies.	The updated roading hierarchy is a result of data gathering on road usage by Council engineers over time. The road hierarchy assist in planning for certain land use activities in appropriate locations taking into consideration the capacity and functionality of those roads.

From the above analysis it is concluded that Option 2 is the most favourable.

Summary of Reasons

The proposed update of the Roading Hierarchy is considered appropriate given that the last one was 5 years ago. The District has grown to the extent that significant land uses have taken place changing traffic volumes on roads in a significant way. Therefore it is appropriate that the road hierarchy be updated to facilitate land use planning matching the road design and capacity to handle the traffic.

Recommendation

It is proposed that a new updated Roading Hierarchy be incorporated into the District Plan.

Appendix 2A – Summary of Schedule 1 Feedback

Summary of Schedule 1(3) consultation

Name	Summary of feedback received
Waka Kotahi/NZ Transport Agency	Waka Kotahi is generally supportive of the changes proposed. The inclusion of High Trip generating activity provisions are particularly supported, as well as the intention to help encourage alternative modes of transport other than private motor vehicle use. Waka Kotahi recommends that Policy 10.4E is amended as follows: - It is recommended to prioritise avoidance of adverse effects, and then to mitigate those effects where avoidance isn't reasonably practicable. *"Avoid, where reasonably practicable, or else mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment."* - It is also recommended to address positive transport effects from high trip generators as a separate policy within the Transport Chapter. This will allow emphasis to be given to the importance of activities having positive effects on the transport network.
Canterbury Regional Council (ECan)	ECan supports the direction proposed in PC5. ECan supports the update of mobility and cycle parking standards, and the introduction of high traffic generating activities provisions. Both are consistent with Chapter 5 of the CRPS. ECan recommend the following changes to improve clarity: - It is recommended that clarity is provided to cycle parking requirements. It is not clear if the visitor parking needs to be provided in addition to the staff parking or if the parks can be shared. - It is recommended to clarify the definition of Large Format and Bulk Goods Retail and amend Table 10-1 to improve clarity.
The Ministry for the Environment	No feedback received
The Ministry of Transport	No feedback received
Te Runanga o Ngai Tahu	No feedback received
Te Runanga o Arowhenua (Aoraki Environmental Agency)	No feedback received
Te Taumutu Runanga (Mahaanui Kurataiao Limited)	No feedback received
Selwyn District Council	No feedback received
Timaru District Council	No feedback received
Mackenzie District Council	No feedback received

Westland District Council	No feedback received
Mobility park users (CCS Disability Action national office – Christchurch)	No feedback received
Cycle users (Spokes Canterbury – Christchurch)	No feedback received

Appendix 2B – Relevant Statutory Documents

National Policy Statement on Urban Development

Under section 75, the District Plan must give effect to any national policy statement. However, the only NPS of particular relevance to this report is the National Policy Statement on Urban Development (NPS-UD) as published on 20 July 2020, which came into force on 20 August 2020.

The changes proposed reflect the requirements of the NPS-UD. The NPS-UD does not allow Councils to set minimum car parking requirements. However, the NPS also recognises the need to address associated transport standards such as cycle and mobility parking, and allows the inclusion of provisions such as:

a. Requiring a minimum number of accessible car parks to be provided for any activity; or

b. Relating to parking dimensions or manoeuvring standards to apply if:

i) a developer chooses to supply car parks; or

ii) when accessible car parks are required.

Iwi Management Plans

The requirement to take into account Iwi Management Plans is recognised pursuant to s74(2)(c) of the Act. To take into account means that the matter must be addressed with weight and is a matter of judgement based on the facts and merits of the issue.

The 'Iwi Management Plan' of Kāti Huirapa for the Area Rakaia to Waitaki (1992) does not extend to specific matters in relation to transport provision.

The Mahaanui Iwi Management Plan (2013) outlines the approach for ensuring that cultural values including but not limited to impacts on freshwater resources, mahinga kai, wāhi tapu, wāhi taonga, cultural landscapes and access are taken into account in Resource Management decision making. Section 5.4 "Papatūānuku" addresses regional issues relating to land. In regards to transport:

Issue P16:

"The protection of sites of significance and indigenous biodiversity, and the potential for erosion and sedimentation, are issues of importance to tāngata whenua with regard to land transport infrastructure."

Policy P16.8

"To support sustainable transport measures in urban design and development, including public transport, pedestrian walkways, and cycle ways."

The proposed plan change will support Policy P16.8 by encouraging sustainable transport measures in the design of development, and encouraging the uptake of walking, cycling and (in the future) public transport.

Canterbury Regional Policy Statement

The provisions of the Canterbury Regional Policy Statement (CPRS) are to be given effect to in terms of s75(3) of the Act when determining appropriate planning mechanisms.

Chapter 5 of the operative CRPS provides transport related provisions that all proposed amendments as part of the Plan Review must give effect to. These are broken down into two 'regions'. The 'entire region' refers to those areas within the Greater Christchurch Metropolitan area, including Lyttleton Harbour. The 'wider region' refers to those areas outside of the Christchurch Metropolitan area, for example, Akaroa.

The provisions of relevance are listed below:

Objective 5.2.3 – Transport Network (Wider Region)

A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:

i) supports a consolidated and sustainable urban form;

ii) avoids, remedies or mitigates the adverse effects of transport use and its provisions;

iii) provides an acceptable level of accessibility; and

iv) is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.

Policy 5.3.7 – Strategic land transport network and arterial roads (Entire Region)

In relation to strategic land transport network and arterial roads, the avoidance of development which:

i) adversely affects the safe, efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and

ii) In relation to the strategic land transport network and arterial roads, to avoid

development which forecloses the opportunity for the development of this

network and these roads to meet future strategic transport requirements.

Policy 5.3.8 – Land Use and Transport Integration (Wider Region)

Integrate land use and transport planning in a way

i) that promotes:

i. the use of transport modes which have low adverse effects;

ii. the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;

ii) that avoids or mitigates conflicts with incompatible activities; and

iii) where the adverse effects from the development, operation and expansion of the

transport system:

i. on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and

ii. are otherwise appropriately controlled.

Objective 6.2.4 – Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

i) managing network congestion;

ii) reducing dependency on private motor vehicles;

iii) reducing emission of contaminants to air and energy use;

iv) promoting the use of public and active transport modes;

v) optimising use of existing capacity within the network; and

vi) enhancing transport safety.

Policy 6.3.4 Transport effectiveness

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

i) avoiding development that will overload strategic freight routes;

ii) providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of public and active transport, and provide opportunities for modal choice;

iii) providing opportunities for travel demand management;

iv) requiring integrated transport assessment for substantial developments; and

v) improving road user safety.

The proposed plan change will improve the District Plan as it relates to transport effectiveness and integration, through requiring integrated transport assessments in certain situations, and enabling the use of active transport modes.

Walking and Cycling Strategy

The Ashburton District Council has recently invested in a walking and cycling strategy. It states why this is important:

'Our district's flat terrain is ideal for walking and cycling within urban centres. However, the large distances between towns limits the use of walking or cycling as transport. Many of the roads within the rural network have narrow carriageways, little or no shoulders, and high speed limits. Travel by private car is the main form of transport in our district and between the townships within the district. There is no public transport.'

It then goes on to discuss reasons for the importance:

'Our walking and cycling network is important for a number of reasons.

• It gives people the opportunity to walk or cycle,

• Enables an ageing population to move around easily, including mobility devices,

• Improves health and well-being,

• Reduces carbon emissions by reducing the number of vehicles on the road, and

• Supports economic outcomes such as tourism'.

The strategy identifies *'the objectives, actions and projects that will help us achieve our vision for walking and cycling in our district.'*

The strategy:

• Provides information on the walking and cycling network that we manage and the work we undertake;

• Sets out how we will work with our community and stakeholders; and

• Provides information on our plan to make our district a more active transport friendly area over the next 10 years.

The proposed plan change takes into account the goals sought in the Ashburton Walking and Cycling Strategy and gives effect to some of the provisions. The inclusion of cycle parking related policies and rules within the District Plan will assist in meeting the goals of the strategy, by providing a regulatory framework for the consideration of goals related to cycle parking.

Ashburton District Parking Strategy 2021

The Ashburton District Council has recently prepared a parking strategy for the district. It sets out the desired outcomes for parking across our district and identifies a range of methods that can help meet our objectives.

The Strategy has five objectives that seek to guide the strategy and future parking decisions within the District:

A. Support placemaking, amenity and good urban design outcomes.

When used effectively, parking management can help to make our town centres safer, more vibrant, sustainable and equitable. This makes our town centres places where people like to spend time. For example, this means supporting our new streetscape upgrades in the Ashburton town centre with parking management that complements the high-quality urban environment we have provided.

B. Support the economic development of town centres

Managing parking appropriately can help to improve the local economy. This can be done by prioritising parking spaces in town centres for uses that help businesses, like short-term parking and loading, while prioritising quieter and more appropriate locations for long-term parking or camper vans to help bring in tourists. Parking spaces can also be flexible over time for parking or uses such as outdoor dining if a café is using the building but may convert back to a carpark if the café moves.

C. Support environmental outcomes

Parking needs to be managed in a way that moves us towards achieving a balanced and sustainable environment. We can do this by providing dedicated parking for emerging technologies and schemes, such as electric vehicles and car sharing, and encouraging more environmentally friendly forms of transport like walking and cycling/micro-mobility.

D. Supporting the Walking and Cycling Strategy

The methods we use to manage parking will have an impact on walking and cycling. This strategy needs to be aligned with our Walking and Cycling Strategy and help to accomplish its objectives. This means making bicycle parking available near to key destinations; and prioritising street space for walking and cycling routes.

E. Ensure parking is managed for the context

Parking needs to be managed in a way that makes sense for our district and the localities within it. Not all places are the same and our strategy needs to be tailored for our people. This means parking restrictions are appropriate for the level of parking demand; and enforcement of parking restrictions is effective and affordable to the Council. This also could involve technology such as parking space sensors and associated Apps.

The strategy then goes on to discuss how District Plan policies are connected:

'District Plan parking policies set out the outcomes we are trying to achieve in terms of parking. Because projects such as new streets and land developments need to align with the District Plan, setting policies that align with this strategy will make sure future projects help to achieve its objectives.'

The Strategy also makes the following statements relevant to this plan change:

'The District Plan will no longer require a minimum number of car parks for a development. This removal of 'minimums' was a requirement of the National Policy Statement on Urban Development 2020. However, the rules can require that a developer outlines how parking will be addressed for the development

through an Integrated Transport Assessment. The rules can also set out the design requirements and what level of mobility and bicycle parking is provided.'

The strategy also seeks the development of Parking Management Plans:

'Parking Management Plans (PMPs) set out the appropriate interventions/measures that will be used to manage parking in specific areas and how a specific area will meet the objectives of this Parking Strategy. We will develop plans for each of our towns and larger settlements. The first plan to be prepared will be for the Ashburton town centre.'

'The Parking Management Plan for each town or settlement will address the specific situation in that location. These plans will target known problems using the interventions described in the action plan while helping to meet the overall plan objectives. The same interventions won't necessarily apply in every town or settlement.'

'The Parking Management Plan for each town or settlement will include:

• An assessment of current parking patterns. For instance, how much parking there is, how it is used and when it is most busy.

• An assessment of how parking supply and demand is likely to change in the future, for example as a result of new developments and Council projects.

• Recommended short-, medium- and long-term parking management measures.'

The proposed plan change has been informed by the objectives of the Ashburton District Parking Strategy. The plan change will regulate the provision of mobility parking. The strength of policies proposed in this regard, recognises the objectives of the Ashburton Parking Strategy, and confirms design requirements for these spaces when they are required. Furthermore, the proposal to require ITA's as a restricted discretionary activity in some situations recognises the importance of considering effects through a resource consent process. While the quantity of car parking provided is outside the scope of a restricted discretionary assessment, the effects of vehicle trip generation can be considered.

Resource Management Act 1991

Clause 31: Functions of territorial authorities under this Act

(1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:

(a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district.

Purpose and Principles (Part II) of the Resource Management Act

Section 5 in Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 of the Act sets out a number of matters of national importance which need to be recognised and provided for, and includes among other things and in no order of priority, the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

Section 7 identifies a number of "other matters" to be given particular regard by a council in the consideration of any assessment for resource consent, and includes the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values. Of particular relevance to this plan change are:

Section 7(b) The efficient use and development of natural and physical resources.

Section 7(f) The maintenance and enhancement of the quality of the environment.

Section 7(i) The effects of climate change.

The transport provisions proposed in this plan change would support the efficient use of the transport network, as a physical resource of regional and local importance. The quality of the environment would be maintained and enhanced by the promotion of a safe, efficient and sustainable transport network. The effects of climate change would be indirectly avoided and mitigated by the promotion of sustainable forms of transport through the provisions for high trip generating activities and cycle parking.

Section 8 requires a council to take into account the principles of the Treaty of Waitangi. This principles are relevant to engagement during plan change preparation (such as meaningful consultation prior to notification) and in the content of plan provisions (in this case consideration of the cultural value of provisions that promote a sustainable transport network).

Overall the proposed Plan Change 5 is considered to meet the relevant provisions of Part 2 of the RMA and to achieve the purpose of the RMA being sustainable management of natural and physical resources.