

6 TRANSPORT

6.1 RESOURCES, ACTIVITIES AND VALUES

The transport systems of the Waitaki District provide for the movement of people and goods throughout the District. These systems - road, rail and, to a limited extent, air - contribute to the social and economic functioning of the District by providing a means of access 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 system provided by the Council and Transit New Zealand, in the case of the State Highways. The District is traversed by a complex system of primarily sealed roads and highways and access into the high country via State Highway 83. State Highway 1 is the District's major arterial road which follows the coast.

The Main South Railway is the only remaining railway line in the District, running parallel to State Highway 1. The District also has two public airfields - Oamaru Airport and Omarama Airfield.

6.2 ISSUE 1 - Transport Efficiency

An essential role of the roads is to provide a safe road transport system to the people of the district and to support their activities as efficiently as possible, while recognising the ability of the community to pay for the required works and systems. The roads are an essential community resource. It is therefore important that activities are supported by a safe and efficient transport system, and that this system is not prejudiced by the inappropriate location, nature or design of individual's land use activities, and the traffic associated with their access, parking and servicing activities.

6.2.1 Explanation

The present road system does not transparently impose the full true costs on road users. Accordingly, the decisions made by individuals do not include many of the actual cost implications of their intentions to locate activities, and to design or operate the vehicle accesses to these activities.

These costs include the value of the time of travel, vehicle operating costs and the cost of traffic crashes. Other costs include the cost of road improvements to provide additional traffic handling capacity, safety works and the protection of areas from the effects of excessive traffic.

There are a number of tools available within the context of the district plan which can assist with the maintenance or enhancement of a safe and efficient road system, and hence the provision of good transport facilities to the community. These include:

- Developing road and access standards that promote a safe and efficient transportation network for all modes of transport.
- Promoting a concentrated pattern of urban development rather than a dispersed one. This helps reduce vehicle kilometres travelled, reduces the mean speed of

vehicles and crash severity, and encourages the use of modes other than motor vehicles all of which can contribute to reduced road vehicle use.

The concentration of urban development sought in the Plan would tend to occur naturally if the true cost of the use of the road system to the community was readily apparent to the users of the road. However at this stage road users do not have access to many of the pricing signals which would lead them intuitively to this solution. The absence of useful information about these costs does not make the costs go away however. For this reason the policies and rules in the Plan encourage a pattern of urban development which will go some way towards minimising the travel costs associated with new developments, and the impact of these new developments on existing activities.

Due to the potential conflicts between motor vehicles and between vehicles and pedestrians and the effect this can have on adjacent activities, it is particularly important to design and locate roads in a way which encourages safe and predictable vehicle movement. In addition, activities located alongside roads should be controlled to ensure the effects of these uses, such as the generation of vehicles, do not cause significant conflict with through traffic. This can be achieved in part by requiring off-street parking. Access points need to be limited, and access controlled, particularly in areas of higher speed restrictions such as rural areas or in areas where through traffic has priority.

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 with consequential effects on activities and on the health and wellbeing of the people of the district. 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 and causing dangerous driving conditions.

As discussed in Section 5 ENERGY, globally there is a concern over the increasing use of non-renewable fossil fuels by all forms of transportation and the contribution of fossil fuel use to the emission of greenhouse gases, in particular carbon dioxide. Options available to lower fossil fuel usage include increased use of public transport, such as rail for freight haulage, and rail and bus transport for passengers. 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.

Efficient use of the road resource and energy resources can also be maintained by retaining the standard of roads. Part of maintaining the standard of arterial routes, involves limiting access onto these roads to enable through traffic to travel relatively unimpeded and safely. The extent to which access is permitted onto Arterial roads is the responsibility of both Transit New Zealand and the District Council, and generally varies between rural and urban areas. Parts of the State Highways within the District are declared Limited Access Roads onto which access can only be gained by existing authorised crossing points or by specific approval from Transit New Zealand.

Works can be carried out on local streets which inhibit through traffic and so reduce the possibility traffic accidents especially those involving vehicles and pedestrians. The study of the Oamaru Town Centre intends to develop a works programme to improve the efficiency of the town centre for vehicle and pedestrian movement. This Study has as one of its aims to increase both accessibility and safety in the town centre by developing an effective route for through traffic in conjunction with providing access to the Town Centre, car parking areas on the periphery and an efficient route to the heritage area and the penguin colony.

Air transport is also recognised as an alternative to land transport, particularly for persons or goods which need to arrive or leave the District in quick time. It is crucial to protect the

operation of any public airport or airfield from outside uses to allow them to function effectively and safely and hence provide the support expected for the land use activities of the district.

6.2.2 Objective 1

To promote the efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation, and the maintenance and improvement of access, ease and safety of all vehicular, cycle and pedestrian movements.

6.2.3 Policies

- 1 *To protect the safety and efficiency of traffic on arterial roads, particularly State Highways 1, 8, 82, 83 and 85, by restricting opportunities for additional access points off these roads and by ensuring that access to high traffic generating activities is adequately designed and located.*
- 2 *To promote the efficient use of fuel for transport purposes, by providing for a District-wide policy of consolidated urban areas.*
- 3 *To provide for home occupations within residential areas to reduce travel time and costs between home and work.*
- 4 *To require off-road loading for most activities in order to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance of the amenity of those roads.*
- 5 *To maintain and improve safety and accessibility within the District by adopting design, parking and access standards appropriate to a particular zone.*
- 6
 - i) *To safeguard the operation of Oamaru Airport and Omarama Airfield and to minimise the impacts of surrounding land uses on the operation of the airport.*
 - ii *To allow controlled growth at Omarama Airfield while limiting airfield noise effects through the adoption of suitable noise levels for airfield operations, and by preventing land uses that may be potentially incompatible with noise levels expected in the vicinity of the airfield.*
- 7 *To encourage development of pedestrian areas and walkways and cycleways within the main townships and on the approaches to all schools when the opportunity arises.*

6.2.4 Implementation Methods

To achieve policies 1 - 7 through:

- 1 defining arterial and non-arterial roads with associated design and access standards;
- 2 controlling the nature, scale, design and location of activities and associated access onto arterial roads;
- 3 consolidating existing and new urban developments through the clear definition of the extent of the existing towns and strong policy direction on the form and location of new urban areas;

- 4 including rules specifying performance standards for road construction based on a particular zone, and standards for safe and efficient access, for parking and loading and visibility;
- 5 investigating the need for and, where appropriate, developing additional pedestrian areas, walkways and cycleways within the District's main towns and on the approaches to all schools.
- 6
 - i) the provision of Oamaru Airport and Omarama Airfield and related activities by way of designation and zoning in the District Plan
 - ii) implementation of the air noise boundary techniques recommended in NZS 6805: "Airport Noise Management and Land Use Planning" for Omarama Airfield.;

6.2.5 Explanation and Reasons

It is necessary to provide where possible, 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 Oamaru and in the townships. This can also be achieved by ensuring that activities residing by transportation networks do not unnecessarily impede the efficiency and safety of the networks.

It is essential for the continued development of industry, commerce and tourism in the District that an air transport access is maintained. It is also necessary to protect the operation of the Oamaru Airport and Omarama Airfield from outside uses to allow them to function effectively and safely.

6.3 ISSUE 2 - Environmental Effects of Transport

Motorised transport can adversely affect the amenities of areas of the District, for example, loss of visual amenity, privacy, and impact from noise and exhaust noise and emissions.

6.3.1 Explanation

Motorised transport has obvious advantages to the community in terms of convenience and mobility. However, there are 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 the noise and fumes associated with traffic visiting or passing through an area.

With regard to noise and fume emissions, the initiative to require or encourage more fuel efficient and quieter vehicles probably most effectively lies with government or regional councils, for example, by the introduction of mandatory vehicle emission performance testing as part of warrant of fitness tests.

The demand for parking is an effect generated by most activities which, in certain circumstances, has the potential to adversely impact on the environment of an area. These adverse impacts are likely to occur when the demand for parking for an activity exceeds that provided on-site and there is an overspill of parking onto the adjacent roadside. The efficient use and capacity of a road can be reduced by parked or manoeuvring cars particularly on the main roads where there is a predominance of through traffic. The amenity of an area can

also be compromised by on street parking resulting in a loss of privacy and visual appearance.

On the other hand, the provision of off-street parking in the central commercial and heritage areas of Oamaru may have the potential in some circumstances to adversely effect the coherence, convenience, compactness and visual appearance of this business centre.

6.3.2 Objective 2

Avoid or mitigate adverse effects on the surrounding environment as a result of transport.

6.3.3 Policies

- 1 *To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.*
- 2 *To discourage traffic in areas where it would have significant adverse environmental effects.*
- 3 *To support the development of pedestrian links within settlements, in order to improve the amenity of the settlements.*
- 4 *To ensure new roads, railways, vehicle accessways and off-street parking are designed to visually complement the surrounding area and to avoid, remedy or mitigate adverse effects on the landscape, the coastal environment, waterways or areas which have significant conservation value.*
- 5 *To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction.*
- 6 *To ensure adequate parking (including cycle parking) and loading provision which is sufficient to cater for anticipated demand and avoids the adverse effects of on-street parking and loading and the need to reverse onto arterial routes, is made in association with all activities.*
- 7 *To ensure sufficient accessible parking and loading facilities to cater for the anticipated demands of activities in close proximity to the central commercial area of Oamaru town while avoiding or mitigating disruption to commercial frontages and the need to reverse onto arterial routes.*
- 8 *To ensure trees are appropriately located to avoid or mitigate icing of road surfaces; obstruction of sight lines at intersections; or hazards from overhanging branches.*

6.3.4 Implementation Methods

To achieve policies 1 - 8 through:

- 1 implementation methods described under Issue 1;
- 2 the use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through routes;

- 3 the appropriate use of standards for roadside or car park landscaping and/or vegetation planting;
- 4 avoiding disruption to the frontages in close proximity to the central commercial area of Oamaru town by:
 - a) the provision of attractive and convenient public car-parking,
 - b) recognition of activities using road-side parking,
 - c) the introduction of a special parking rate set by the Council for the central commercial areas of Oamaru town, where appropriate.

6.3.5 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 that directs the majority of such traffic on to pre-determined routes, away from the majority of residential areas. The hierarchy can be reinforced by traffic management measures that discourage the use of residential streets, other than by those vehicles that have no alternative. The development of safe, pleasant and convenient pedestrian links can assist in reducing vehicle usage and improve the amenity of access around a settlement.

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 access, improving the amount of convenient off-street parking available (both public and private), and encouraging development forms which make other forms of transport more attractive. The adoption of policies directed at the above outcomes should help conserve energy and provide for a more sustainable transport environment.

It is considered that parking provision is primarily the responsibility of the property owner or occupier. The Plan requires that all new development, redevelopment, or changes of activity within an existing building, provide parking and loading facilities in accordance with defined standards.

Within the Business 1 and H zones of Oamaru town many sites are small and do not supply on-site parking. In addition, pedestrian access, convenience and other amenity values may be adversely affected by on-site parking. The council will provide public car parks where appropriate. The Council may consider other mechanisms for funding the provision of these car parks such as special rates.

6.4 ENVIRONMENTAL RESULTS ANTICIPATED

- Safe, efficient and accessible transport systems.
- Construction of any new roads, accessways and parking areas to appropriate use and safety standards.
- Improvement to pedestrian safety and access throughout Oamaru town.

- Maintenance of aviation facilities that allow access to and from the District by way of air.
- Maintenance of an airport environment that is pleasant and airport activities are managed in such a way as to avoid excessive noise, glare, odour, visual distraction, or aviation hazards.

13 RESIDENTIAL AND RURAL-RESIDENTIAL

13.1 RESOURCES, ACTIVITIES AND VALUES

Note: This chapter is subject to reference which affects the area zoned Rural-Residential at Bog Roy on Maps 7 and 9 and the area zoned Residential at Aviemore on Map 10. New objectives and policies affecting only this land could be introduced.

Housing is one of the most fundamental needs of the District's population. People's well-being is amongst other things a reflection of their quality of housing and general living environment. Approximately two thirds of the District's population live in an urban residential environment. Oamaru as the District's principal settlement, accounts for over 50% of the population or 12,686 persons in 1991 (See Table 1 - below). The other settlements having a predominantly residential, rather than semi-rural form, are Weston, Palmerston, Omarama, Otematata and Kurow.

Waitaki District generally exhibits population trends typical of the rural Districts nationally. That is, the average household unit is becoming smaller, moving towards 2.4 persons per household. This reduction in the number of people per household is particularly evident in the urban areas. This has resulted in further residential building activity (and subsequently an increase in the number of occupied dwellings) concurrent with an ageing and slightly declining population (See Table 1).

	Population (usually resident)				Occupied Dwellings			
	1986	1991	1996	% Change (1986-96)	1986	1991	1996	% Change (1986-96)
Oamaru*	13,215	12,745	12,686	-4.2	4,885	5,054	5,064	3.5
Weston	754	692	731	-3.2	236	239	260	9.2
Palmerston	841	883	905	7.1	336	364	360	6.7
Other	6811	6814	6520	-4.5	2,534	2,690	2,864	11.5
Total	21,621	21,134	20,842	-3.7	7,991	8,347	8,548	6.5

Source: 1996 Census of Population and Dwellings.

* includes Pukeuri, Ardgowan, Cape Wanbrow, Oamaru North, Orana Park, Oamaru Central, Oamaru South

There has also been an upsurge of demand for rural-residential blocks, particularly around Oamaru and Weston. This has been a nation-wide trend due to a desire by some people to live in a rural environment without necessarily having any employment connection with that country area.

While some of these people will choose to make some productive use of the land others will simply use the land for residential purposes. The amount of land required for rural-residential living will depend on a variety of factors including the desire for privacy and isolation, the extent of production from the land, the use of the land for recreation e.g. horse grazing, and the ability of the land to dispose of effluent within the site.

Concentrated residential activity or suburban housing, or housing in rural-residential blocks, does not evolve independent of other economic or social forces. Rather there is a close relationship between residential development and sources of employment. Similarly people

may seek a suburban or rural-residential property in times of retirement or schooling, to be close to social and community facilities or services. The size and characteristics of any urban residential environment is therefore a reflection of the wider elements, including the demographics of the settlement or rural surrounds.

13.2 ISSUES - Introduction

Enabling people to provide for their residential needs within the District is a one of the Council's functions under the Resource Management Act 1991. The purpose of the Act is the sustainable management of natural and physical resources, which includes enabling people and communities to provide for their social, economic and cultural well being and for their health and safety" (Section 5). This can only be achieved within a framework that adequately addresses the needs of present and future generations, the life-supporting capacity of air, water, soil and ecosystems, and the adverse environmental effects of activities.

Meeting the residential needs of the District's urban population can largely be accommodated within existing settlements and their surrounds, that is those areas where employment, infrastructure and other services are essentially already established. However, the Council recognises that there is a demand for residential living within rural areas by people wishing to enjoy the quietness and natural environment of the countryside. These needs must also be able to be met. In deciding how to best meet the living environment needs of the residents of the District, the Council must have particular regard to several other matters of relevance under Section 7 of the Act:

- the efficient use and development of natural and physical resources
- the maintenance and enhancement of amenity values
- the maintenance and enhancement of the quality of the environment.

These issues are considered below.

13.3 ISSUE 1 - Availability of Land for Residential Activities

Demand for land for residential and rural-residential use that can compromise the sustainable management of resources, including existing services, and threaten lives and property.

13.3.1 Explanation

Although generally subject to population decline, the need for further land for residential purposes arises with the continuing growth in new housing stock and a changing preference of some people for a very low density alternative to suburban living.

In Oamaru there is a demand for new housing subdivisions. The majority of these subdivisions in recent years have been on hill sites to the south of Oamaru and off Essex Street in Weston. In both Oamaru and Weston, the demand for very low density rural-residential living has created a demand for additional land for this activity. There are, however, a number of constraints to making land available for residential or rural-residential activity in around Oamaru and Weston. In making land available for residential and rural-residential use, the Council must balance the need for and direction of urban expansion against a statutory requirement promoting the sustainable management of the locality's resources. This includes the following important considerations:

- continuing productive use of versatile and productive land;
- population can be close to existing employment, services, commercial and community facilities to limit transportation and energy use;
- proximity of existing serviced development that can use existing urban infrastructure, such as water supply and sewage disposal systems;
- ensuring lives and property are not placed at risk from natural hazards.

Productive Land - Oamaru is surrounded by large areas of land that contain soils which are capable of being used intensively to produce a wide variety of plants. These soils are called “high class” soils and were identified as part of a recent study commissioned by the Otago Regional Council to determine the extent of such soils in the Otago region. The present, and probably the future, welfare of the residents of the District is principally reliant on primary production. Subdivision and use of high class soils for residential use would result in them being covered by buildings, hard-standing and other unproductive investment, making their long-term productive use most unlikely and preventing them from being able to meet the needs of future generations for primary production.

Energy - For reasons of energy conservation, it is prudent to enable people's place of residence to be within as short a distance as possible from their workplace, shopping facilities, schools and other social or community facilities. This enables people to limit the time and distance travelled by motor vehicle and thus potentially constrains the use of fossil fuels. The proximity of inter-related uses also gives rise to the possibility of shared or public transport systems that limit the demand for fossil fuels and reduce the need for extra vehicles on the roads. Oamaru is the principal employment, business, educational and social centre for the District. Concentration of additional residential activity in close proximity to this town and intensification of residential activity within the town, provide the most efficient means of energy conservation. Unfortunately no vacant areas of land suitable for residential development other than on a very small scale exist close to the town centre with all of the areas set aside for future residential development in Oamaru and Weston being on the fringe of or outside Oamaru.

Servicing - The zoning of the previous District Plans provided for further residential development within and on the periphery of Palmerston, Omarama, Otematata and Kurow, provided they could be adequately serviced by existing public systems. The availability of servicing has been taken into account for additional land which has been provided for residential development around Oamaru and Weston. It is expected on the basis of current growth rates that servicing residential areas would be sufficient for the next ten years, however, if that was not the case the Council could consider any requests for further residential development or zoning either by way of resource consent or a request for a Plan Change.

Neighbouring Activities - The extent or direction of future growth of Oamaru and Weston must take into account potential conflicts with nearby activities. The surrounding rural areas are used for a range of activities, with some, such as piggeries, airfields or meat works, having the potential to cause unacceptable adverse effect of noise, smell or dust, for example, if located too close to residential properties. There is a need to protect not only the amenity of future residential areas from the adverse effects of these activities, but also the rights of farmers and other rural landowners to use their land in a manner provided for by the District Plan without the threat of complaint likely with closer settlement.

Natural Hazards - Flooding is a problem in the area to the north-east of Palmerston and in an area of Kurow and Omarama.

13.3.2 Objective 1

Sufficient land in a diversity of localities to enable the residential needs of the District's present and future urban populations to be met, subject to the various constraints imposed by the natural and physical environment.

13.3.3 Policies

- 1 *To maintain clear distinctions between the urban and rural areas by way of zoning, in order to assist in protecting the quality and character of the surrounding rural environment.*
- 2 *To provide for rural-residential development around Oamaru, Weston, Omarama, Otematata and Kurow within defined Residential and Rural-Residential Zones, providing the impacts of natural hazards, loss of amenity and the loss of productive soils are, where possible, avoided or mitigated and to ensure there is adequate means to supply water and dispose of effluent.*
- 3 *To confine the Residential Zoning within Oamaru, Weston, Palmerston, Omarama, Otematata and Kurow to those areas of the towns which are, or are likely to be, provided with infrastructural services of formed and sealed roading, footpaths, reticulated water supply and sewage treatment and disposal.*
- 4 *In assessing the future residential needs of the District, should pressures arise in respect of its urban environments, to have regard to:*
 - *efficient use of public utility networks, including roads, sewerage and water;*
 - *proximity to community and employment facilities, and the implications for energy efficiency;*
 - *compatibility with existing uses, such as industrial activities, piggeries and poultry farms, and recreational facilities;*
 - *avoidance or mitigation of significant risk from natural hazards;*
 - *avoidance of the loss of High Class Soils, unless this is outweighed by the protection of other resources;*
 - *maintenance of the visual amenity and character of the surrounding rural environment;*
 - *effects of proposed natural hazard mitigation measures.*

13.3.4 Explanation and Reasons

The main concern for Council in accommodating future residential growth is the impact on natural and physical resources. Indirectly there is a need to provide certainty and direction for persons buying into and developing property. In view of the nature and intensity of urban housing, the Council believes these matters are best addressed by way of zoning land for residential and rural-residential purposes and to otherwise introduce methods to control the extent of non-residential activities and adverse environmental effects that may result with development.

The policies recognise the existing level of development, services and infrastructure of the District's six main settlements. There is generally opportunity for greater use of these resources and accordingly the policy seeks to encourage consolidation or infill of these residential areas.

Should there be a need for further residential land in Oamaru and Weston, in addition to initiatives for redevelopment and infill, developers must consider matters such as flood risk, versatility of soils and efficient use of public services. In relation to services, the Council sees a need for the efficient long-term management of existing facilities. In the absence of an area suitable in all respects, some trade off was required. The area of land between Reservoir Road and Frome Street contains soil of medium quality (being Class III land, New Zealand Land Resource Inventory) and therefore has some limitations for arable or horticultural use. The Council has therefore chosen to set this land aside for residential activity, but because of its slope, an engineering certificate is required verifying that a building can be safely located on a site prior to development. The amenity is attractive for residential development, in part, due to the views afforded from many aspects. The area between Weston Road and the Ngapara Railway is considered a suitable area for a modest extension for residential activity. Existing homes on residential sized sections are to be recognised with a residential zoning along Maudes Road as they are unsuitable for the establishment of rural activities.

Similar principles apply in respect of the District's rural-residential areas. These are largely undeveloped with the exception of the Oamaru and Weston areas. The Council will provide for the consolidation of these areas in addition to making available further land for rural-residential development at Oamaru and Weston, where justified by local demand and existing development

Council realises that there may be unforeseen changes in population trends or predictions, and accordingly residential needs. In the event of Changes to the Plan to cater for such growth, Policy 5 for Issue 1 (see 8.2.3 (5), page 52) gives important considerations which must be addressed in any proposal.

13.4 ISSUE 2 - Urban Form

The form of development of an urban area can affect the potential for energy conservation, the convenience and accessibility of services and facilities to residents, and the visual and general amenity of the town.

13.4.1 Explanation

Urban form essentially relates to the spatial pattern of a settlement and the way in which it uses its resources. It determines the character and scale of the urban environment.

There is a growing trend in New Zealand towards infill housing and redevelopment, both in the form of new houses on vacant parts of sections within the already built-up area or redeveloping sites with the building of multi-unit flats and apartments. Reasons for this trend include a desire to live closer to the centre of a town, the desire for a smaller section requiring less maintenance, and a move towards grouped housing developments, such as retirement villages.

As outlined above, the philosophy of sustainable management incorporates energy conservation. The motor car has become an integral part of everyday life particularly in the urban environment. Sustainable management of fossil fuels requires a compact urban form, or spatial pattern, achieved in part through higher densities of residential development and containing the dispersal of housing. In relation to any settlement this can be achieved by promoting the consolidation of development within a clearly defined urban boundary. This also serves to increase the convenience and accessibility of urban services and

facilities to residents, particularly those without vehicle transport. The retention of rural areas around the urban environment also provides for safer, more efficient functioning of roads, particularly along arterial roads.

In Oamaru most infill housing has occurred on the flat to the north of the town centre in the Orana Park area. This development is mostly higher density flats and townhouses. A demand may also develop in the main towns of the Waitaki District for residential intensification, and infill, of areas on the periphery of the town centre. The service industry areas in Oamaru to the west of Thames and Severn Street and near the railway line is one such example. If these areas are not required by service activities, or if these activities are controlled in a way which limits any adverse impact on adjoining uses, then it may be appropriate to permit residential development in these areas making the need for to use a car to travel to town centre unnecessary.

13.4.2 Objectives 2 (a) & (b)

- a A compact urban form that is readily distinguished from the rural environment and promotes the efficient use of fossil fuels, existing services and infrastructure.**
- b The central commercial areas within the District's settlements being the main focus of economic and community activity in the urban context, with the concentration of residential activity being related to these.**

13.4.3 Policies

- 1 To promote compact urban areas and efficient use of energy, services and infrastructure by containing the outward spread of urban areas and concentrating rural-residential development around the urban areas.*
- 2 To promote the concentration of residential and rural-residential activity in and around urban areas, as opposed to enabling residential activity to be dispersed throughout the rural areas, in order to encourage the use of shared transport and maintain the potential for public transport.*

13.4.4 Explanation and Reasons

Urban form is a key factor influencing the magnitude of energy consumption and the efficient use of existing resources, including land and infrastructure. The policy is aimed at consolidating the urban form, with residential activity related to and readily accessible to a central commercial area. The Council considers this policy will be the most effective in stemming the increased use of private motor vehicles. It will have a simultaneous effect on the efficient use of existing resources and infrastructure, while catering for the residential needs of the District's urban population.

Rural-residential areas may in time provide a logical growth sequence for urban areas. With this in mind the Council will promote such areas adjoining the main towns, on land of suitability for future higher density housing if necessary.

13.5 ISSUE 3 - Diverse Living Environments

Satisfy a demand for diversity in living environments.

13.5.1 Explanation

People have different housing needs and lifestyle preferences in terms of cost, location, design, size and style of housing. The needs of residents are wide ranging and changing, and may include detached dwellings, rental accommodation, boarding houses, family flats and elderly persons housing. The rural-residential area provides a very low density alternative to the predominant suburban residential environment. The Plan must recognise and provide for the diversity in living environment sought by the District's residents, whilst still maintaining the quality of environment valued by residents.

13.5.2 Objective 3

A diverse range of living environments expressed in built form, density of development and housing types.

13.5.3 Policies

- 1 *To enable a mixture of housing and lifestyles in urban areas by avoiding the distinction between, and restrictions on, various residential types.*
- 2 *To provide for low to medium density development residential housing to satisfy the needs of the community while restricting building coverage to ensure open space and planting maintains the character and amenity of the residential neighbourhood.*
- 3 *To enable the establishment of certain non-residential uses, such as home occupations, as an integral component of different living environments.*
- 4 *To encourage individual and community expression in building design whilst protecting the residential amenities of neighbours.*
- 5 *In promoting low to medium density development as the predominant residential character, to require family flats be relocatable so they can be removed when no longer required by a dependent relative.*
- 6 *To distinguish between the District's smaller townships and the larger towns, recognising that these offer an alternative living environment from that of the residential areas in the larger towns.*

13.5.4 Explanation and Reasons

The housing needs and lifestyle preferences of the District's population differs according to influences such as an individual's stage in life and socio-economic factors. While detached family homes may be the predominant residential property, they are not representative of the needs of the community as a whole, in particular the elderly or retired, disabled, or single person. The Plan must recognise and provide for diversity in living environments consistent with these needs, while ensuring the overall character and amenity of the residential neighbourhood is maintained.

Policy 1 expresses Council's intention to consider residential development generically, without distinction between the various types of housing. This is based on a belief that the difference in impact of various types of housing is insignificant in the context of any living environment. Only in exceptional circumstances will standards be imposed in respect of

specific residential activities where potentially adverse effects of development have been identified.

The policies address matters which may influence and contribute to variation between living environments. In particular, the Residential Zone has a minimum subdivision allotment size of 300m² compared to 600m² and a minimum average lot size of 1000m² for the Residential 1 Zone. The latter zone recognises a lower density is appropriate in some areas to retain a higher level of amenity in terms of living area and spaciousness. The "family flat" is recognised as important in enabling residents to care for their relatives, particularly the elderly. However the Council will impose controls on such flats to avoid their future use as rental accommodation in a manner contrary to the existing residential amenity.

Townships and rural-residential environments are part of range of living environments within the District. The former will be addressed in greater detail in subsequent policy discussion.

13.6 ISSUE 4 - Amenity

The location, nature and design of buildings and activities within residential areas can result in adverse effects on the amenity of those areas.

13.6.1 Explanation

People's perception of well-being is enhanced by a coherent and pleasant living environment. This is often a reflection of the existing character of their living areas. Components of this character are the location and scale of open space, density of residential development generally and within sites, height of buildings and dominant building styles. Most of these components lead to a general appreciation of an area, while others relate to the development of individual sites. The way individual sites are developed and their relationship to adjoining sites are important factors in ensuring that residential properties have adequate access to sunlight, daylight and privacy and a feeling of not being closed in or overlooked. In controlling these matters, however, the desirability of allowing reasonable individual flexibility in siting, layout and building design must be acknowledged, including the need to maximise the benefits from good access to solar energy.

Residential areas have always contained a range of complementary non-residential activities relating to the educational, spiritual, social, recreational and day-to-day economic needs of the residents. Many of these require a residential location because of the local service they provide to residents, such as doctors' surgeries and pre-schools. Some of these activities can have a significant impact when they involve the generation of significant traffic and on-street parking, such as occurs with some churches, sports clubrooms and schools. In addition, the activity itself may give rise to noise or glare, particularly from the use of outside areas, which causes annoyance to neighbours. It is an issue, therefore, to ensure compatibility between residential and non-residential activities if the standard of pleasantness and amenity in these areas is to be maintained at an acceptable level.

The operation of business activities based in homes, commonly called "home occupations," provides residents with a source of employment with many social and economic advantages, but which can cause problems in residential areas. The range of home occupations and their character and scale vary considerably. Like other non-residential activities, it is often the traffic-generating and noise aspects of these activities which is of concern. The likely rate at which traffic is drawn to a site often relates to the scale of service provided and the extent of retailing involved.

The issues relating to rural-residential use are in part those of residential use previously discussed. For example, rural-residential dwellers are often considered to be more sensitive to noise, odour, and chemical drift than their rural neighbours. These matters are

discussed in detail in Part II, Chapter 16 Rural Issues, Objectives and Policies. For these reasons, all new intensive farming operations will require a resource consent. However, other matters such as shadowing, privacy, building coverage are usually not so much of a concern.

13.6.2 Objectives 4 (a) & (b)

- a The location of appropriate activities within residential or rural-residential areas which benefit local communities or constitute an appropriate interim use of residential land, but do not detract from the amenities of the area.**
- b Individual and community expression in built form, while otherwise controlling development in order to achieve a pleasant residential or rural-residential environment.**

13.6.3 Policies

- 1 To enable the continued use of land for some types of farming which are compatible with residential activity.*
- 2 To enable the establishment of certain non-residential activities in residential and rural-residential areas, in circumstances where, for example:*
 - a local need is demonstrated;*
 - the predominant use of the site remains residential; or*
 - the activity is compatible in terms of its potential effects on those of a residential nature;*
- 3 To limit the use of land for only certain types of livestock for domestic purposes and horticulture for domestic purposes in the residential zone, and to limit pigs and poultry only for domestic purposes in the rural residential zone; in order to avoid the potential for conflict between these activities and the level of amenity or character sought by these zones.*
- 4 To ensure the design and siting of development - building height, building coverage, recession lines and setbacks, provision of outdoor living and service areas - is such that:*
 - development will not unreasonably deny neighbouring properties of privacy, outlook, sunlight or daylight;*
 - ample on-site provision of outdoor living space oriented to the sun;*
 - an open and attractive street scene; and*
 - maintenance of a character and scale of buildings and open space which is compatible with the anticipated residential environment.*
- 5 To ensure an essentially low density, low scale residential environment within the District's settlements, with a dominance of open space and planting over buildings, in order to retain the pleasantness and amenity of the residential areas.*
- 6 To limit traffic in residential areas, for the convenience and safety of residents and visitors and to maintain the amenity of residential streets.*
- 7 To ensure all activities meet standards in respect of noise and glare measured at or within the property boundary, the level of such standards being that which will not compromise the qualities of the residential or rural-residential environment generally.*

- 8 *To limit aspects of development, for example retail sales, the keeping of animals, hours of operation or storage of hazardous substances, where these are inappropriate for a residential neighbourhood in terms of noise, glare, odour, loss of privacy and security, hazards and visual amenity.*
- 9 *To avoid the establishment in residential areas of non-residential activities which, for reason of their nature or specific aspects of their operation, will detract from the residential character and amenity of the locality.*
- 10 *To encourage the incorporation of public open space and plantings within subdivision design for amenity purposes.*
- 11 *In assessing resource consent applications, to avoid or mitigate development which would detract from the predominant character, scale and amenity of the particular residential or rural-residential environment*

13.6.4 Explanation and Reasons

The quality, harmony and coherence of elements within the urban context are important in the evolution of settlements as pleasant places in which to live, work, play or visit. These attributes are broadly referred to as "amenity values", natural or physical qualities and characteristics of an area that contribute to people's appreciation of it. An enhanced residential amenity will have a positive effect on the community's perception of well-being.

These objectives and policies are designed to allow for activities appropriate to a residential or rural-residential environment, but otherwise control land uses which may detract from such amenity. Residential activities are considered to be the predominant land use and will be permitted as of right. The Council does not want to stifle design creativity and individuality in buildings, but will enforce a range of development standards intended to avoid the adverse effects of activities in residential and rural-residential areas.

The standards cover such matters as building setback, height and coverage, residential density, outdoor living and service spaces, parking and access, outdoor activities, retail sales and noxious or nuisance elements, including noise, hazardous substances and animal nuisance. They have been set at a level which reflects and will enhance the existing or proposed residential amenity. Activities that cannot meet these standards will have to obtain as resource consent from the Council, at which time the merits and consequences of such use in a residential or rural-residential neighbourhood will be assessed.

13.7 IMPLEMENTATION METHODS

To achieve the policies through:

- 1 the provision of Residential and Rural-Residential Zones and rules to control the use, development and subdivision of land in those zones.
- 2 appropriate local traffic and street improvements;
- 3 maintenance and where appropriate the upgrading of public open space;
- 4 where appropriate the retaining of significant street trees;
- 5 maintenance and where appropriate, improvement of reticulated sewage, water supply and stormwater services.

- 6 liaison with service authorities to encourage an on-going programme of installation of underground wiring in towns.
- 7 The provision of Rules and Standards to avoid or mitigate against the adverse of natural hazards.

13.8 ENVIRONMENTAL RESULTS ANTICIPATED

- 1 Retention of the predominant character and scale of development within and around the District's settlements.
- 2 A compact and coherent urban form which recognises the need to achieve:
 - protection of good quality land on the urban fringe;
 - a well-defined edge between urban and rural activities;
 - residential accommodation close to employment and social services;
 - energy efficiency;
 - protection of property and lives from the effects of natural hazards;
 - efficiency in the provision of public infrastructure.
- 3 Residential coherence, except in circumstances of established activities or where a local need prevails for activities ancillary to the surrounding living environment.
- 4 Diversity in housing and lifestyle types, to meet a range of community needs.
- 5 A high degree of residential and rural-residential amenity, expressed by way of:
 - dominance of open space and plantings over buildings
 - limited high density housing
 - a safe and efficient residential transport network
 - compatibility between activities, with the dominance being residential use.
- 6 Diversity in built form, providing for individual and community expression, but while achieving a reasonable degree of coherence in urban character.
- 7 Maintenance of water quality and availability for urban and rural-residential use particularly where reticulated sewage disposal is not available.

14 BUSINESS

14.1 RESOURCES, ACTIVITIES AND VALUES

The principal business centres within Waitaki District are located in Oamaru, Kurow, Palmerston, Otematata and Omarama. Within these centres, identifiable, separate areas contain a range of commercial, administrative, service and industrial activities, quite distinct from the predominantly residential areas. Pukeuri and Ngapara both contain an industry which has provided a basis for the settlement.

Oamaru

Oamaru is the largest business centre and provides a wide range of activities. These include retail shops, professional and administrative offices, civic and community facilities, personal and household services, entertainment, restaurants and industries. It represents the focus of business within the District and the activities reflect its role as a rural service centre. Many businesses provide services and equipment for farmers and are involved in the handling and processing of agricultural and horticultural produce. Oamaru also has a port. This is no longer used as a base for the shipping of freight with activities now relating mainly to fishing and recreation. The viewing of the blue penguins near the port has become a significant tourist attraction for both New Zealand and overseas visitors.

The majority of retail and administrative and professional services are provided within a central commercial area centred on Thames Street between Dee Street and Itchen Street. A mix of retail, service and light industrial uses surround this area and expands along Severn Street, Humber Street, the Railway line and the Port. An area of heavier industrial activities lies to the north and south of Oamaru along with pockets of activity along the coast. Suburban shops are located on State Highway 1 near Frome Street in the north and near the intersection of Severn and Wansbeck Streets in the south. Weston has a close physical relationship to Oamaru and its commercial area has the function and appearance of a small suburban shopping centre. In recent years there has been some redevelopment within Oamaru's business, residential and nearby rural areas.

Oamaru's business areas represent the District's largest existing investment in buildings and car-parking. Buildings are generally one to two storeys high within the central area and visually characterised by verandahs and display windows adjacent to the street frontage. The Council provides off-street parking areas for activities within this area, while elsewhere, businesses chose to provide for their own needs.

Oamaru's business area is also characterised by distinctive 19th century limestone commercial buildings which are constructed of Oamaru stone (locally quarried limestone). These buildings originally served a variety of commercial functions ranging from warehouses and stores to banks and hotels and are predominantly located in the Harbour-Tyne Street area. The majority of these buildings were built between 1870 and 1885 in the neo-classical style of architecture with significant ornamentation. A range of activities have established in these buildings, with a trend towards mixed industrial, commercial and visitor accommodation more recently. This Harbour-Tyne Street area has been defined as a unique group of buildings for their architectural, historic and aesthetic values and have been categorised as a conservation area by the New Zealand Historic Places in recognition of these qualities. The Business 1 Zone along Thames Street, south of Coquet and Severn Streets, and the Business 1A Zone land Humber Street south of Coquet Street, also has many buildings of historic value and the area collectively, as well as having its own heritage character, also provides an important link through to the Business H Zone.

Kurow

Kurow is located on State Highway 83. Its business activities are concentrated along two blocks with frontage to the State Highway providing basic services to travellers and a range of retail shops, services and community facilities for local residents and the farming community. In comparison with Oamaru the number and size of commercial buildings is smaller and there is a greater mix of community and service activities within a smaller area.

Otematata

Otematata's commercial shopping is currently limited to two shops on West Road which provide basic services for the local community. Other business activities include motels, a hotel and camping ground which front State Highway 83 providing accommodation for people who visit the area, often for recreation activities on the Waitaki Lakes. The Electricity Corporation of New Zealand also has office buildings and a transport depot which reflects the townships past as a state hydro village.

Omarama

Omarama's business areas are characterised by services and facilities for the travelling public with service stations, restaurants and travellers accommodation. This reflects its location at the junction of State Highways 8 and 83 and its role as a gateway to recreation areas and opportunities provided by Lakes Benmore and Ohau, the Ahuriri River and the Lindis Pass. Commercial facilities for the local community are limited to basic services for groceries and petrol.

Palmerston

Palmerston is also a rural service town that has grown at the junction of two State Highways, 1 and 85. Commercial and community activities occupy blocks with frontage to both state highways but are concentrated mainly to the north on State Highway 1. Palmerston contains an area of industrial uses that include a transport depot, contractors yards, sawmill and timber sales yard. The business activities of the town service the township and local farming community with a range of retail shops, community services and banks etc.

Pukeuri and Ngapara

The meat processing works at Pukeuri is the dominant activity of the settlement, as is the flourmill at Ngapara. These activities have a significant impact on the local economy and employment. The buildings of these developments also dominate the local landscape.

Other

Small settlements such as Kakanui or Richmond also accommodate business activities. These are generally small businesses providing an essential service for residents or servicing visitors or travellers through the District.

Home-based businesses and occupations also occur throughout the residential and rural areas.

14.2 ISSUE 1 - Maintenance and Managed Growth of Business Areas

Inefficient use of resources and loss of amenity as a result of managed expansion of the business area.

14.2.1 Explanation

There has been some new investment in commercial activity in recent years within and outside of existing business zones. The consolidation of the existing areas encourages the efficient use of existing public and private resources such as roads and utility services. In addition, it will ensure that existing business areas are maintained as efficient and viable, and

create a degree of certainty for future growth and development. This, in turn, will assist the viability of business centres, particularly areas of retail activity. The exception to this situation is where there is a long-term strategy required to direct certain forms of business, such as heavy industry or large scale commercial activities to suitable locations. This is only likely to occur in Oamaru.

Given the central and/or convenient location of most business areas within the District, maintaining the general location of these areas can ensure convenient access is maintained. The Council can then maintain and provide efficient road networks and ensure car-parking is provided at convenient locations to serve those areas.

Town centres based on the business activities of the town are a source of identity for communities as they represent a meeting place for many people. Consolidating the area within which these activities take place will reinforce the community's perception of the character and form of its town and its identity.

The spread of business activities into residential areas may have an adverse effect on the amenities of those areas and their presence may fragment the residential community. However some commercial facilities within residential areas can provide convenient services for residents. As fewer Business zoned sites are available, the redevelopment of residential areas for commercial activities has become more common, particularly between Thames and Humber Streets. In addition, business expansion into rural areas has also occurred and become an established part of those environments.

14.2.2 Objective 1

Existing business areas which are maintained and consolidated with commercial and industrial growth in appropriate areas of Oamaru.

14.2.3 Policies

- 1 *To enable a broad range of activities throughout business areas to encourage the continuing occupation and development of sites.*
- 2 *To encourage redevelopment within existing business areas by consolidating the existing business areas.*
- 3 *To enable new industry to establish in Oamaru but at a location which ensures impacts to the roading network will be mitigated.*
- 4 *To recognise large-scale business activities existing within rural areas and settlements.*
- 5 *To ensure the road network provides adequate accessibility to existing business areas.*
- 6 *To ensure there is adequate and convenient car-parking provided in relation to business activities:*
 - i) *To provide car-parking on a community basis within the Oamaru inner commercial area.*
 - ii) *To encourage business activities in all areas, other than the Oamaru inner commercial area, to provide customer car-parking on-site.*
- 7 *To ensure that adequate provision is made for service lanes for the efficient operation of existing business areas.*

- 8 *To strictly limit the location, scale and nature of retail activities within defined business areas, to maintain and enhance the function, integrity, convenience and viability of the inner commercial areas of Oamaru, and the established suburban commercial centres of Oamaru.*
- 9 *To enable the establishment of retailing activities generating high volumes of traffic and requiring large areas of parking in locations, which do not detract from the amenity of adjoining areas, the safety and efficiency of the roading network, nor from the consolidation of the inner commercial areas of Oamaru.*

14.2.4 Implementation Methods

To achieve policies 1 to 9 through:

- 1 the use of rules, which are liberal in the range of activities provided for;
- 2 zoning, to control the outward spread of business activities and to recognise existing business within rural areas and settlements;
- 3 zoning for the managed expansion of the existing business zoning around Oamaru, to provide for a range of commercial and industrial activities subject to amenity and access controls limiting the impact of the zone on the State Highway;
- 4 the acquisition and development of land, as necessary, for roads, service lanes, or car-parking.

14.2.5 Explanation and Reasons

To maintain existing investment in infrastructure and encourage the on-going viability of existing buildings the Council wishes to consolidate the location of business areas and provide for a broad range of activities. This will have consequential effects on the community's perception of the character and identity of their commercial centres as prosperous and lively centres. To ensure activities can be maintained it is necessary to ensure they are accessible by road and that car-parking is convenient for customers and service lanes available for the use of businesses.

The Council is aware of a demand for heavier industrial sites and has chosen to provide for this demand by providing for an extension of the existing zoning north of Oamaru on the east side of State Highway 1. The area will be covered by a Business 3A and 4 zoning which will limit access to the zone to a single point from the State Highway and will require significant landscaping and set back from the State Highway to reduce the likely adverse visual impact of such development.

14.3 ISSUE 2 - Amenity

The establishment and operation of business activities can and do result in adverse effects on business areas and their surroundings, such as from noise, emissions, loss of visual amenity, lighting and traffic congestion.

14.3.1 Explanation

In addition to making business areas physically accessible to the public, it is also necessary to enhance their amenities to make them pleasant and enjoyable to visit and work within. The level of amenity will vary between different business areas.

Business areas are characterised by a concentration of people and activity. Therefore, they are likely to have lower standards of amenity than may be found in a residential environment and people have lower expectations of the level of amenity found within these areas. For example, people expect there to be more trucks and cars in business areas and therefore they tolerate more traffic noise and fumes than they would in their home environment. However, the Council wishes to ensure that the environment of business areas is not degraded so that they remain visually attractive to new businesses and are acceptable environments within which to work. Although market forces will determine business activity, the Council has the responsibility to establish the environmental parameters within which development may occur.

In addition to a basic environmental level within zones, the Council is concerned with the protection of amenity along the interface between business and living and recreation areas. The effects of business activity such as noise, glare, visual appearance and odour may lower the standard of amenity on adjoining sites and impact upon residential privacy and amenity. Often it is the scale of the activity involved which determines the extent of the effect.

Business areas may be broadly categorised into areas of commercial activity and areas of industrial activity. Commercial areas tend to accommodate retail and service activities, while industrial activities involve the processing, manufacturing or servicing of a product. Many of the characteristics of these environments and the effects of activities within them are, therefore, quite distinct.

Commercial Environment

Commercial Visual Amenity - The visual environment of commercial areas is characterised by one and two storey buildings built up to all boundaries, often with large display windows, verandahs and advertising signs. Important issues with regard to visual amenity are to:

- retain the existing scale and spatial distribution of buildings
- retain verandahs as a feature of the streetscape in central retail areas
- prevent the proliferation of advertising from detracting from amenities
- prevent the erection of large blank walls to the street
- prevent the creation of large sealed car-parking or display areas, particularly in central retailing areas.

In order to maintain a visual environment that is attractive to shoppers and maintains the existing form and identity of commercial areas. It is important that any new building does not significantly exceed existing heights or create large blank walls which have no visual interest or appeal. Large, open sealed areas also have little visual interest, fragment the continuity of buildings and may result in glare from parked cars. The proliferation of advertising is discussed as an issue in Part II, Section 7 (Signs). Verandahs are a traditional feature of New Zealand towns which provide a continuity to the street appearance as well as providing shelter from the weather.

The Business Heritage Zone, Business 1 Zone with frontage on to Thames Street south of Coquet Street and Severn Streets and the Business 1A Zone land Humber Street south of Coquet Street are significant areas in terms of the historical, architectural and cultural values of the buildings. It is therefore important to the amenity and integrity of Oamaru's Business District that these areas be preserved and that further development is managed in such a way that the character and values identified as important are not compromised. Important elements include the visual continuity of buildings as a whole and the retention of individual detail on buildings and refurbishment sympathetic to building style. Adjoining the Harbour-

Tyne Street area is the harbour and port frontage area. The future amenity of this area is important as it links the Harbour-Tyne areas with the Blue Penguin viewing area.

Traffic in Commercial Areas - Noise, fumes and congestion generated by traffic are expected to occur within commercial areas as people and goods must be transported to and from these areas for business to take place. However there is a need to ensure that public safety is not compromised by the conflict between pedestrians and vehicles, and that areas where there is a high concentration of pedestrians are kept as free as possible from traffic noise and fumes. In addition, traffic efficiency and safety should not be compromised by vehicular conflict. This is an issue of particular concern along State Highways which carry a large volume of through traffic which is not stopping to conduct business. The main commercial areas of the District, particularly those of Oamaru are centred on State Highways and few, if any, alternatives exist to provide a bypass for through traffic. However, there is potential to improve the design of the roads and associated footpaths, to facilitate a separation of local shopping pedestrians from through traffic.

Industrial Environment

Industrial areas do not attract the same number of people to visit, as do commercial areas. They are less involved with direct selling to the public or providing public facilities or entertainment so that generally only those people who work or need to conduct business will travel to an industrial area. This factor combined with the nature of the activities means that people are less concerned with amenities in industrial areas and expect them to be noisier, dustier and less visually pleasant than other areas.

Industrial areas can be divided into two categories. There are those which provide for manufacturing, processing and storage activities only, and those areas which also combine service and retail activities. Some industries do not require amenity to attract business and the nature of their operations makes it difficult for them to conform to the higher standards required in some business areas. In fact, compliance with a higher environmental standard could be prohibitive to their ability to operate. Such industries, therefore, require specific sites or separation from areas of higher amenity. Lighter industrial activities also occur in the Business H Zone and these often have a retail component.

Industrial Visual Amenity - Industrial areas are characterised by large utilitarian buildings built up to internal boundaries with a minimum setback from roads. Buildings are often enclosed by security fencing with signs displayed in conjunction with a business. Land surrounding buildings may be used for car-parking and outdoor storage and may or may not be sealed. Industrial areas with on-site development related only to the operational needs of the business are not therefore areas of high visual amenity. Accepting the functional requirements of industrial areas, the Council sees a need to improve the amenity of all parts of the District. Although the number of visitors to industrial areas may be smaller than to commercial areas, the industrial areas within the District would benefit from their street appearance being upgraded.

Traffic in Industrial Areas - Within industrial areas there is more heavy traffic than occurs elsewhere in the District. As there is not a concentration of retail activities, there is not a significant potential for conflict between vehicles and pedestrians. However, where practicable service activities which do attract traffic are best not located along main thoroughfares where there is a potential for vehicular conflict.

Industrial Air Pollution - Industrial activities may produce air emissions which have the potential to pollute the environment. Such discharges may require the consent of the Regional Council and are not subject to control through the District Plan. The creation of odours and dust as a result of emissions is however a concern to the Council. There are currently no practical methods by which the Council can measure odour and this effect can

only be addressed by changing the process or management which results in the odour or requiring a separation distance between the source of the odour and residential areas, for example.

Retailing from Industrial Areas

The types of activities undertaken from industrial areas has changed in recent years in response to an economic decline and the need to diversify business. Industrial areas are no longer primarily areas of processing and manufacturing. Services and retailing are becoming increasingly significant as complementary activities. In the past there has been limited provision for retailing activity from industrial areas. However, it is acknowledged that the distinction between industrial and commercial activities has blurred and there needs to be provision for a mix of uses. Such a provision will, however, require checks on scale to ensure there is not a general dispersion of retailing from the central commercial areas, which would undermine the integrity and form of business areas. The Business 3A Zone allows for large scale retailing that would otherwise not establish in the Inner Commercial or Mixed Business areas of Oamaru.

Travellers Accommodation

The provision of accommodation facilities for travellers and visitors is distinctive from other commercial activities as it generally represents short-term and temporary residential activity rather than the sale or servicing of a product. The buildings used for this purpose, therefore, often more closely resemble residential units and have landscaped surrounds that are distinctly different from the appearance of a retail shop. Travellers' accommodation may also be provided in camping grounds where there is little building development and is an open area dominated by tents and caravans.

Travellers' accommodation facilities also tend to establish in distinct locations along state highways and close to popular tourist and visitor attractions. This results in, for example, a cluster of motels or a camping ground in one area creating a distinctive character for the locality. Due to the nature of travellers' accommodation activity, the buildings that are established for this purpose and the importance of location and accessibility to the travelling public, it is not always appropriate to apply the same standards as those applied to other business activities.

14.3.2 Objective 2 (a)

Areas of business activity which have a standard of amenity pleasant to visit and work within.

14.3.3 Policies

- 1 *To enhance the business environment by avoiding, remedying or mitigating adverse effects created by activities such as noise, glare, dust and car-parking or visual impacts.*
 - i) *To ensure all parking and vehicle manoeuvring areas to have an all-weather surface minimising the creation of dust nuisance.*
 - ii) *To ensure the frontages of sites for industrial and service activities present an attractive planted aspect to the street.*
 - iii) *To ensure noise levels within business areas enable the functioning of anticipated activities, whilst remaining pleasant to visit and work within.*

- 7 *To maintain and enhance public open spaces within business areas, and to provide public facilities and street furniture for the enjoyment and convenience of persons within business areas.*

14.3.4 Implementation Methods

To achieve policies 1 to 7 through:

- 1 the use of rules to put in place performance standards for street appearance (setback, height and landscaping), noise, dust, access and car-parking;
- 2 the use of zoning to separate activities which generate traffic and pedestrians and to separate activities which may create noxious effects such as odour and noise.
- 3 continuing to provide finance and initiate projects for street and open space enhancement and the provision of public facilities and conveniences.

14.3.5 Explanation and Reasons

The viability of commercial areas depends on their ability to attract customers. It is therefore important to ensure that the environment has high standards of amenity to encourage people to visit and to provide for the well-being of people working within business areas. Environmental amenity is a result of undertaking works to enhance the environment, minimising adverse effects and separating activities which are incompatible. The policies provide direction on how Council will maintain and improve the amenity and quality of its business environments.

14.3.6 Objective 2 (b)

Areas of business activity which do not detract from the standard of amenity in adjoining areas.

14.3.7 Policies

- 1 *At the interface between business and residential areas, to protect living environments from unacceptable noise, odour, shading, traffic, glare or visual amenity.*
 - i) *To impose the residential standards for height and admission of sunlight to buildings on sites adjoining residential areas.*
 - ii) *To impose the residential standard for noise on activities adjoining residential areas.*
 - iii) *To require landscape planting along the boundaries of business sites adjacent to residential sites to protect the visual amenity of the residential areas.*
- 2 *To limit the location of and access to business activities generating high volumes of traffic along the State Highways, to minimise vehicle conflict and protect traffic safety and efficiency.*

14.3.8 Implementation Methods

To achieve policies 1 and 2 through:

- 1 the use of rules to set down performance standards for activities adjacent to residential areas and to control residential activity within business areas;

14.3.9 Explanation and Reasons

These policies seek to avoid, remedy or mitigate adverse effects on the surrounding environment created by business activities. Of particular concern is the effect that business activities may have on lowering the quality of living environments both adjacent to and within the business area itself. The policies address the business/residential interface and limit residential occupation within the business area.

The remainder of the policies address the interrelationship between the location of business activities and the road network. Businesses are dependent on vehicles for the transporting of goods and customers. However, transport needs are to be provided for in such a way that the safety and efficiency of roads is not compromised. In addition, pedestrian movement across main roads should not be encouraged to ensure the safety of people and motorists.

14.4 ENVIRONMENTAL RESULTS ANTICIPATED

- Enhancement or retention of the vitality, convenience, accessibility and pleasantness of the towns' central commercial areas.
- Retention of the existing scale of commercial buildings.
- Continuous verandah coverage in central commercial areas.
- Adequate car-parking in relation to a business activity.
- The minimisation of air-borne dust nuisance.
- Minimal noise disturbance within the business environment.
- The spatial separation of business activities into defined zones.
- Pedestrian areas with minimal exposure to traffic noise and fumes.
- Enhanced street appearance through landscaping.
- Enhanced public spaces.
- Adequate public facilities such as street seats, public toilets, rubbish bins, directional signs.
- Traffic and pedestrian generating activities located away from residential areas.
- Avoidance of direct access onto the State Highways from businesses which generate high volumes of traffic.
- Preservation of the living environment adjacent to business areas in terms of light admission, noise and odour.
- Limited residential occupation of buildings within business areas.
- Maintenance of visual amenity on residential sites adjacent to business sites.
- A wide range of business activities within defined locations.

- High customer use of convenient car-parking.
- Efficient loading and unloading of goods and convenient access to business.
- Continuing operation of existing businesses in rural areas and settlements.
- Continued use of historic buildings in the Tyne-Harbour Street heritage area.
- Refurbishment of existing buildings and new buildings in the heritage area and the adjacent Business 1 and Business 1A Zones which retain the characteristic features of the existing heritage buildings.

1 RULES INTRODUCTION

1.1 DEFINITIONS

ACCESS	means that area of land over which a site or lot obtains legal vehicular and/or pedestrian access to a legal road. This land may include 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.
ACCESSORY BUILDING	in relation to any site means any detached building the use of which is incidental to the principal building, use or activity on that site, and for residential activities includes a sleep out, garage or carport, garden shed, glasshouse, swimming pool, mast, shed used solely as a storage area, or other similar structure, provided that any garage or carport 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 and amendments.
ACCESSWAY	means access way as defined in Section 315 of the Local Government Act 1974.
ADJOINING	land shall be deemed to be adjoining other land, notwithstanding that it is separated from the other land only by a road, railway, drain, water race, river or stream.
AGRICHEMICALS	means substances formulated specifically for agricultural and horticultural use (including aquaculture) and including, but not limited to, herbicides and fungicides.
AIRCRAFT	means any machine that can derive support in the atmosphere from the reactions of the air otherwise than by reactions of the air against the surface of the earth.
AIRPORT	means any defined area of land or water intended or designed to be used whether wholly or partly for the landing, departure, movement or servicing of aircraft.
ALL WEATHER STANDARD	means a pavement 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 and sealed surfaces.
AMENITY OR AMENITY VALUES	has the same meaning as defined in Section 2 of the Act for Amenity Values.
AMENITY TREE PLANTING	means the planting of trees for aesthetic or amenity purposes within the immediate area of residential units, camping grounds or clusters of buildings associated with farming or other lawfully established activities (i.e. two or more of the following: animal handling sheds, implement sheds, stock yards, or other major farm buildings) but excluding shelterbelts, forestry activities, woodlots or commercial orchards and other tree crops.

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ARTERIAL ROAD	Means any legal road or motorway in the District under the control of Transit New Zealand in terms of the Transit New Zealand Act, and includes all roads currently designated as State Highways and Motorways.
BALCONY	means a floor at other than ground level having at least one side completely open except for a balustrade of a maximum height of 1.2m above balcony floor level. The balcony may be roofed and shall have direct access to the Residential Unit it serves.
BEE-KEEPING	means the keeping of bees for their honey.
BEVERAGE	means any drink, including liquor, fit for human consumption.
BOAT	means any vessel, appliance or equipment used or designed to be used for flotation and navigation on or through the surface of water, other than a wetsuit or life-jacket, and includes any aircraft whilst such aircraft is on the surface of the water. Craft or boating craft shall have the same meaning. Boating activities shall mean activities involving the use of boats on the surface of water.
BOUNDARY	means any boundary of the net area of a site and includes any road boundary or internal boundary. Site boundary shall have the same meaning as boundary.
- INTERNAL BOUNDARY	means any boundary of the net area of a site other than a road boundary.
- ROAD BOUNDARY	means any boundary of a site abutting a legal road (other than an accessway, vehicle access leg or service lane) or contiguous to a boundary of a road designation. Frontage or road frontage shall have the same meaning as road boundary.
BUILDING	<p>shall have the same meaning as in the Building Act 1991, but does not include:</p> <ul style="list-style-type: none"> • Fences or walls of 2m in height or less above ground level or retaining walls of 1.5m in height or less below undisturbed ground level, not used for a sign or for any purpose other than as a fence, retaining wall or wall. • Structures less than 10m² in area and in addition less than 2m in height above ground level. • Covered porches or conservatories on existing foundations of an existing residential unit less than 5m². • Radio and television aerials (excluding dish antennae for receiving satellite television which are greater than 1m in diameter), less than 8m in height above ground level. • Masts and poles less than 8m in height above ground level. <p>Building includes the construction, erection, alteration, relocation or placement on a site of a building.</p>
BUILDING COVERAGE	means that portion of the net area of a site which is covered by buildings or parts of buildings, including overhanging or

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	<p>cantilevered parts of buildings, expressed as a percentage or area.</p> <p>The following shall not be included in Building Coverage:</p> <ul style="list-style-type: none"> • Pergolas. • That part of eaves and/or spouting, fire aprons or bay or box windows projecting 600mm or less horizontally from any exterior wall. • Uncovered terraces or decks which are not more than 1m above ground level. • Uncovered swimming pools no higher than 1m above ground level. • Fences, walls and retaining walls.
BUILDING LINE RESTRICTION	means a restriction imposed on a site to ensure that when new buildings are erected or existing buildings re-erected, altered or substantially rebuilt, no part of any such building shall stand within the area between the building line and the adjacent site boundary.
CAMPING GROUND	means camping ground as defined in the Camping Ground Regulations 1985.
CAPTIVE BALLOON	means a non-powered balloon for advertising purposes, which is tethered to a site or structure on a site.
CARRIAGEWAY	means that portion of a road devoted particularly to the use of motor vehicles.
CEMENT MANUFACTURING	means the manufacture of ordinary, rapid hardening, modified cement, the manufacture of calcium oxide and calcium hydrate, and associated activities such as the packaging, storage and loading of finished products within buildings, and also administrative offices, workshops, laboratories and staff facilities.
COASTAL FLOOD AND EROSION PROTECTION WORK	means works, structures or planting for the protection of property and people from coastal erosion or inundation from the sea; 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.
COASTAL PROTECTION POLICY AREA	means the area of land, within the Rural General Zone but excluding urban (developed) or designated sites, extending 100 metres inland from the mean high water springs along the coast of the district.
COMMERCIAL	Means involving payment, exchange or other consideration.
COMMERCIAL ACTIVITY	means the use of land and buildings for the display, offering, provision, sale or hire of goods, equipment, or services, and includes shops, markets, showrooms, restaurants, takeaway food bars, professional, commercial and administrative offices, postal services, service stations, motor vehicle sales, the sale of liquor and associated parking areas; but excludes recreational, community and service activities, home occupations or visitor accommodation.

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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 - GENERAL	means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual well-being, but excludes recreational activities. A community activity includes schools, doctors surgeries and other health professionals, churches, halls, libraries, community centres, police stations, fire stations, courthouses, probation and detention centres, government and local government offices. means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, cultural and/or spiritual well-being. Live-in community activities, providing living and sleeping facilities on site, either on a permanent or temporary basis, for people who require care or who require accommodation for educational purposes. Live-in community activities include hospitals, resthomes, education boarding houses, but excludes general community activities and recreational activities.
- LIVE-IN	
COUNCIL	means the Waitaki District Council or any Committee, Sub-Committee, Community Board, Commissioner or person to whom any of the Council's powers, duties or discretions under this Plan have been lawfully delegated pursuant to the provisions of the Act. District Council shall have the same meaning.
COVERAGE	refer building coverage.
CRITICAL ZONE STANDARDS	for an explanation of this term, refer Part 1, Section 8.
DAY CARE FACILITY	means land and/or buildings used for the care during the day of elderly persons, persons with social, intellectual or physical disabilities and/or children, other than those residing on the site.
DAY-TIME	means 0700 to 2200 hours Monday to Friday and 0800 to 1700 hours Saturday
DESIGN AND APPEARANCE	in relation to buildings, means the bulk and shape of the building including roof pitches, the materials of construction and the colour of exterior walls.
DEVELOPMENT	for the purpose of determining financial contributions, means development or re-development of the site and includes: <ul style="list-style-type: none"> • The construction, erection, establishment or alteration of any building, fixed plant or machinery, or any other works. • Any fencing, drainage, earthworks, filling or reclamation of land, or the making of any retaining walls or other works relating to that fencing, drainage, earthworks, filling

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	<p>or reclamation; and</p> <ul style="list-style-type: none"> • The grading or levelling of land or the removal of rocks, stone, sand or soil from land; and • The removal or destruction of vegetation; and • The arresting or elimination of erosion or flooding; and • The provision for or installation of any mode of transport including any railway relating to any such construction or erection, establishment or alteration; • any streetscaping <p>but shall not include the construction or alteration of any pipeline or associated works on land that is not otherwise subject to development.</p>
DIRECT VEHICLE ACCESS	where an allotment has vehicular access directly from a road over the road boundary of the site it is said to have Direct Vehicle Access to a road. Where an allotment has vehicular access indirectly to a road by way of a Vehicle Access Lot it is defined as having direct vehicle access to that Vehicle Access Lot.
DISTRICT	means the Waitaki District.
DOMESTIC HORTICULTURE	means the use of land and buildings for the primary purpose of residential activity but which the production of vegetative matter is carried out for family consumption or for hobby purposes for which little or no financial gain is derived.
DOMESTIC LIVESTOCK	means: <ul style="list-style-type: none"> • No pigs or their progeny in a Residential or Township Zone and not more than 12 adult poultry on any site within a Residential or Township Zone. • Not more than 2 sows and their progeny up to weaner stage or not more than 5 weaned pigs; and not more than 50 adult poultry on any site within a Rural-Residential Zone; bred, reared and/or kept on a property; • Any number of livestock bred, reared and/or kept on a property for family consumption, or as pets, or for hobby purposes and from which little or no financial gain is derived. • No limitations on any site within the Rural G or Rural S Zones.
EARTHWORKS	means the disturbance of land surfaces by the removal or depositing of material, excavation, filling or the formation of roads, banks, tracks. It does not include the digging of holes for the erection of posts or the planting of trees, or the cultivation of land normally associated with farming activities.
EDUCATIONAL FACILITY	means land and/or buildings used for the provisions of regular instruction or training and includes their ancillary administrative, cultural, recreational, commercial facilities and carparking associated with the educational facility.

EFFLUENT	means liquid wastes and sludges including agricultural and industrial waste waters and domestic and municipal sewage and sludges.
ELDERLY PERSONS HOME	means an old people's home within the meaning of the Old People's Homes Regulations 1965 and its amendments.
ELDERLY PERSONS HOUSING UNIT	means one or a group of residential units developed solely for the accommodation of elderly persons, and where not owned by the Crown or a local authority, is encumbered by a bond or other appropriate legal instrument which ensures that the use of the unit is limited to elderly persons.
ERECTION OF A BUILDING	in relation to a subdivision means the completion of all framing, firewalls, fire ceilings and fire floors, and the affixing of all roof materials.
EXOTIC	in relation to trees and plants means species which are not indigenous to that part of 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 reasonably necessary to determine the nature and size of a mineral deposit or occurrence.
FAMILY FLAT	is included within the meaning of Residential Unit and means a self-contained residential building being part of and located on the same site as a residential unit, and occupied by dependent relatives of the household living in the residential unit.
FARMING ACTIVITY	means the use of land and buildings for the primary purpose of the production of vegetative matter and/or commercial livestock, but excludes residential activity, home occupations, intensive farming and forestry activity.
FORESTRY ACTIVITY	means the use of land primarily for the purpose of planting, tending, managing and harvesting of trees for timber but excluding amenity tree planting, woodlots and shelterbelts.
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 of any site.
FRONT SITE	means a site having one or more frontages to a road or private road, at least one such frontage to be not less than 6m.
FULL-TIME EQUIVALENT PERSON	means the engagement of a person or persons in an activity on a site for an average of 8 hours per day assessed over any 14 day period.
GARAGE	is included within the meaning of Residential Unit and means a building or part of a building principally used for housing motor vehicles and other ancillary miscellaneous items

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	owned by persons living on the site.
GROSS FLOOR AREA	means the sum of the gross area of the several 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.
GROUND LEVEL	means the actual ground level at the date of public notification of this Plan; except for land for which subdivision consent has been obtained after the notification of this Plan, for which ground level shall mean the actual finished ground level when all works associated with the subdivision of the land were completed; and excludes any excavation or fill associated with building activity. Ground slope shall mean the slope of the ground measured across the above ground level(s).
GROUP VISITS	means pre-booked visits to a site by groups of people organised collectively.
HANDCRAFTS	means goods produced by hand, 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.
HARDSURFACING	in relation to any site means any part of that site which is impermeable and includes: <ul style="list-style-type: none"> • Concrete, bitumen or similar driveways, paths or other areas paved with a continuous surface or with open jointed slabs, bricks, gobi or similar blocks; or hardfill driveways that effectively put a physical barrier on the surface of any part of a site. • 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. <p>The following shall not be included in Hardsurfacing:</p> <ul style="list-style-type: none"> • Paths of less than 1m in width. • Shade houses, glasshouses and tunnel houses not having solid floors.
HAZARDOUS SUBSTANCE	means any substance with one or more of the following intrinsic properties: <ul style="list-style-type: none"> a <ul style="list-style-type: none"> i Explosiveness ii Flammability iii A capacity to oxidise iv Corrosiveness

	<p>v Toxicity (both acute and chronic)</p> <p>vi Ecotoxicity, with or without bio-accumulation; or</p> <p>b Which on contact with air or water (other than air or water where the temperature or pressure has been artificially increased or decreased) generates a substance with any one or more of the properties specified in paragraph a to this definition.</p>
HAZARDOUS WASTES	means wastes of any hazardous substance(s).
HEALTH CARE FACILITY	means land and/or buildings used for the provision of services relating to the physical and mental health of people and animals but excludes facilities used for the promotion of physical fitness or beauty such as gymnasias, weight control clinics or beauticians.
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. (The Heavy Motor Vehicle Regulations 1974)
HEIGHT	<p>in relation to a building means the vertical distance between ground level at any point and the highest part of the building immediately above that point.</p> <p>For the purpose of calculating height in all zones, account shall be taken of parapets, but not of:</p> <ul style="list-style-type: none"> • radio and television aerials attached to a dwelling, provided that the maximum height normally permitted by the rules for the zone is not exceeded by more than 2.5m; and • chimneys or finials (not exceeding 1.1m in any direction); provided that the maximum height normally permitted by the rules for the zone is not exceeded by more than 1.5m.
HIGH CLASS SOILS	means soils that are capable of being used intensively to produce a wide variety of plants, including horticultural crops.
HOME OCCUPATION	means the use of a site for an occupation, business, trade or profession in addition to the use of that site for a residential activity and which is undertaken by person(s) living permanently on the site, but excludes Homestay.
HOMESTAY	means the use of an occupied residential unit for visitor accommodation for commercial purposes.
HOSPITAL	means any building in which two or more persons are maintained for the purposes of receiving any medical treatment.
HOTEL	<p>means any premises used or intended to be used in the course of business principally for the provision to the public of:</p> <p>a) visitor accommodation; and</p>

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	b) liquor, meals and refreshments for consumption on the premises.
IMPERMEABLE SURFACES	shall have the same meaning as hardsurfacing.
INDIGENOUS BUSH	means trees or shrubs in which species indigenous to that part of New Zealand are greater than 3m in height and are important in terms of structural dominance and coverage. For these purposes structural dominance is when the indigenous species are in the tallest stratum and are visually conspicuous and coverage by indigenous species exceeds 20% of the total area.
INDIGENOUS VEGETATION	means a plant community in which species indigenous to that part of New Zealand are important in terms of coverage, structure and/or species diversity. For these purposes, coverage by indigenous species or number of indigenous species shall exceed 30% of the total area or total number of species present, where structural dominance is not attained. Where structural dominance occurs (that is indigenous species are in the tallest stratum and are visually conspicuous) coverage by indigenous species shall exceed 20% of the total area.
INDUSTRIAL ACTIVITY	means the use of land and buildings for the primary purpose of manufacturing, fabricating, processing, packing, or associated storage of goods.
INTENSIVE FARMING	means: <ul style="list-style-type: none"> • the use of land and/or buildings for the production of commercial livestock, including birds, where the regular feed source for such livestock is substantially provided other than from grazing the site concerned; and • boarding of animals; • mushroom farming; and • the disposal of effluent as part of any intensive farming activity.
INTERNAL BOUNDARY	of a site means any boundary of the net area of a site other than a road boundary.
IWI	means Tribe.
KAIKA	means a settlement.
KAI TAHU	means the extended family of tahu, the descendant iwi of Waitaha, Kati Mamoe and Kai Tahu.
KAITIAKI	means guardians.
KAITIAKITANGA	means the exercise of guardianship; and, in relation to a resource, includes the ethic of stewardship based on the nature of the resource itself.
KITCHEN FACILITY	means any space, facilities and surfaces for the storage, rinsing preparation and/or cooking of food, the washing of utensils and the disposal of waste water; including a food

	preparation bench, sink, oven, stove, hot-plate or separate hob, refrigerator, dish-washer and other kitchen appliances.
KOIWI TANGATA	means unknown Maori remains.
LAKE	shall have the same meaning as in the Resource Management Act 1991 and amendments.
LANDFILL	means a site used for the controlled deposit of solid wastes onto or into land.
LAND IN THE SUBDIVISION	means land which is the subject of an application for a subdivision consent.
LANDSCAPING	means the provision of tree and/or shrub plantings and may include any ancillary lawn, water, rocks, paved areas or amenity features, the whole of such provision being so arranged as to improve visual amenity, and/or to partially or wholly screen activities or buildings, and/or to provide protection from climate.
LAUNDRY FACILITIES	means facilities for the rinsing, washing and drying of clothes and household linen, and the disposal of waste water, and includes a washing machine, tub and clothes dryer.
LICENSED PREMISES	means any premises, or part of any premises, in which liquor may be sold pursuant to a licence; and includes any conveyance, or part of any conveyance on which liquor may be sold pursuant to the licence.
LIQUID WASTE	means waste water, including liquid by-products, derived from industrial, agricultural, trade or domestic premises containing residues of the processes carried out on site.
LIQUOR	means any fermented, distilled, or spirituous liquor (including spirits, wine, ale, beer, port, honey mead, stout, cider and perry) that is found on analysis to contain 1.15% or more alcohol by volume.
LIVING AREA	means any room in a residential unit other than a room used principally as a 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.
LOT	for the purpose of subdivision means a lot, two or more adjoining lots to be held together in the same ownership, or any balance area, shown on a subdivision consent plan, <u>except that</u> in the case of land being subdivided under the cross lease or company lease systems or the Unit Titles Act 1972, lot shall have the same meaning as <u>site</u> .
MAHIKA KAI	means a place where food resources can be produced or procured.
MANAWHENUA	means customary authority exercised by an iwi or hapu in an identified area.
MANOEUVRE AREA	means that part of a site used by vehicles to move from the

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	vehicle crossing to any parking, garage or loading space and includes all driveways and aisles, and may be part of an access strip.
MANUFACTURING OF HAZARDOUS SUBSTANCES	means any process that produces a substance that is hazardous under the United Nations Transportation of Dangerous Goods Code; and includes any process that includes the mixing of material or making a compound product that is hazardous under the United Nations Transportation of Dangerous Goods Code.
MEETING PLACE	has the same meaning as Place of Assembly.
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.
MINING ACTIVITY	means the use of land and buildings for the primary purpose of the extraction, winning, quarrying, excavation, taking and associated processing of minerals and any ancillary activity related to mining but does not include prospecting and exploration.
MOTORISED CRAFT	means any boat powered by an engine.
NATURE CONSERVATION VALUES	means those values associated with the natural resource of the district, particularly the intrinsic values of indigenous and aquatic flora and fauna and their associated ecosystems and habitats; and also their contribution to the natural features and landscapes of the district and to the natural character of the lakes, rivers, wetlands and their margins.
NET AREA	in relation to a site or lot, means the total area of the site or lot less any area subject to a designation for any purpose, and/or any area contained in the access to the site or lot, and/or any strip of land less than 6m in width.
NIGHT-TIME	means 0001 to 0700 and 2200 to 2400 hours Monday - Friday;, 0001 to 0800 and 1700 to 2400 hours Saturday, all Sunday and public holidays.
NON-PERMANENT ACCOMMODATION	means residential units, caravans or tents used for holiday accommodation by members of Glider Clubs. This definition only applies to the Omarama Airfield Zone.
NOISE	means the sound level from an activity is measured and assessed in accordance with NZS 6801:2008 <i>Acoustics – Measurement of environmental sound</i> and NZS 6802:2008 <i>Acoustics – Environmental noise</i> .
<u>NOISE DESCRIPTORS</u>	Ldn: Means the day-night average sound level or day/night level which is the A-frequency-weighted time-average sound level, in decibels (dB), over a 24-hour period obtained after the addition of 10 decibels to the sound levels measured during the night (2200 to 0700 hours).

	<p>L_{Aeq}(15 min): Means the A-frequency-weighted time-average sound level over 15 minutes, in decibels (dB).</p> <p>L_{AFmax}: means the maximum A-frequency-weighted fast-time-weighted sound level, in decibels (dB), recorded in a given measuring period</p> <p>Noise Limit: Means a L_{Aeq}(15 min) or L_{AFmax} sound level in decibels that is not to be exceeded.</p>
<u>NOTIONAL BOUNDARY</u>	<p>A line 20 metres from any side of a dwelling building, or the legal boundary where this is closer to the dwelling building. (Definitions, NZS 6802: 2008).</p> <p>Note: “building” in this definition means a habitable building.</p>
NUCLEAR POWER GENERATION	<p>means the use of equipment to cause nuclear fission for the purposes of generating electricity or any other energy source.</p>
OFFENSIVE PROCESSES	<p>The following processes:</p> <ul style="list-style-type: none"> • processes requiring offensive trade licenses under the Health Act 1956; • the manufacture and processing of chemical fertilisers; • meat processing or any associated processing of meat and meat by-products or co-products; • fish curing, cleaning, treatment, preserving and storage; • cement and concrete products manufacture; • hot-mix asphalt paving manufacture; • glass or fibre-glass manufacture; • wood-pulp manufacture and processing; • foundry processes, electro-plating works, melting of metals, steel manufacture and galvanising; • natural gas, oil or petroleum distillation or refining; • manufacture of hardboard, chipboard or particle board; • timber treatment; • wool scouring; • motor body building and auto dismantling.
OFFICE	<p>means any of the following:</p> <ul style="list-style-type: none"> • Administrative offices where the administration of any entity, whether trading or not, and whether incorporated or not, 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 for goods or the display or production of goods) is transacted; • Professional offices such as the offices of accountants, solicitors, architects, surveyors and engineers. <p>Note: This definition applies to the loading rules set out in Part III, Section 12.</p>

OPEN SPACE	means any land or space which is not substantially occupied by buildings and which provides benefits to the general public as an area of visual, cultural, educational, or recreational amenity values.
OTHER DEVELOPMENT	means a development other than a residential development, if: <ul style="list-style-type: none"> i. The development is for an industrial, service, commercial, recreational, or community activity or for visitor accommodation; and ii. The value of the development exceeds \$200,000.
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.
OUTDOOR RECREATION ACTIVITY	means a recreation activity undertaken entirely outdoors with buildings limited to use for public shelter, toilet facilities, information and ticketing.
OUTDOOR STORAGE	means land used for the purpose of storing vehicles, equipment, machinery, natural and processed products and wastes, but not inside a fully enclosed building, for periods in excess of 4 weeks in any one year and includes temporary or permanent storage of any item, but excluding registered vehicles, which causes or is likely to cause adverse effects on the environment. Adequate screening means provision of screening for avoiding the visual adverse effects of the activity.
PARKING AREA	means that part of a site within which vehicle parking spaces required by this Plan or otherwise provided are accommodated, and includes all parking spaces, manoeuvre areas and required landscape areas.
PARKING SPACE	means a space on a site available at any time for accommodating one stationary motor vehicle.
PLACE OF ASSEMBLY	means any land or building used for public and private assembly primarily for worship, recreation, education and discussion and includes churches, church halls, sports clubrooms, pavilions, indoor sports facilities and community centres whether such building has a general ancillary licence or not. It does not include any place of entertainment or licensed premises (other than general ancillary licensed premises).
PLACE OF ENTERTAINMENT	means any theatre, amusement parlour, dance hall or other place used principally for any public meeting, performance or amusements whether a charge is made for admission thereto or not.
PRINCIPAL BUILDING	means a building, buildings or part of a building accommodating the activity for which the site is primarily used.
PRIVATE ROAD	shall have the same meaning as defined in Section 315 of the Local Government Act 1974
PRIVATE WAY	shall have the same meaning as defined in Section 315 of

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	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: <ul style="list-style-type: none"> • geological, geochemical, and geophysical surveys; and • the taking of samples by hand or hand held methods; and • aerial surveys.
PROVIDING A SERVICE	includes extending, upgrading, modifying or replacing any service.
PUBLIC AREA	means any part(s) of a building open to the public, but excluding any service or access areas of the building.
PUBLIC PLACE	means every public thoroughfare, park, reserve, lake, river or place to which the public has access with or without the payment of a fee, and which is under the control of the District Council, Regional Council, Transit New Zealand or the Department of Conservation or the Crown.
RADIOCOMMUNICATION FACILITY	means an antenna or similar communication device formed by a rod, wire, dish or other structure by which radio, telephone or electromagnetic signals are transmitted, received or broadcast from.
REAR SITE	means a site which is situated generally to the rear of another site, both sites having access to the same road or private road, and includes sites which have no frontage to a road or private road of 6m or more.
RECESSION LINES	means the 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. No building features shall protrude through or above the building envelope constructed by the recession lines except the following: <ul style="list-style-type: none"> • Chimneys, ventilation shafts, roof water tanks, lift and stair shafts and spires, poles and masts less than 9m above ground level, provided the maximum dimension thereof measured parallel to the boundary under consideration shall not exceed 3m, and provided for buildings over three (3) storeys, such features are contained within or are sited directly against the outside structural walls; and • In Residential or Township Zones where a single gable or hip 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 or hip end may penetrate the recession lines.
RECREATION	means activities freely chosen by an individual, which give that person enjoyment, satisfaction and a sense of well-being.
RECREATIONAL ACTIVITY	means the use of land and/or buildings for the primary purpose of recreation and/or entertainment and includes the sale of food and beverage for consumption on the site

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	provided it is ancillary to the recreational activity, but excludes any recreational activity within the meaning of residential activity.
RELOCATABLE	means not constructed for permanent location on any particular site and readily capable of removal for relocation to another site.
RELOCATION	in relation to a building, means the removal and resiting of any building from any site to another site.
RESERVE	means a reserve in terms of the Reserves Act 1977.
RESIDENTIAL ACTIVITY	means the use of land and buildings by people for the purpose of permanent living accommodation, including all associated accessory buildings, recreational activities and the keeping of domestic livestock. For the purposes of this definition, residential activity shall include emergency and refuge accommodation, and residential care facilities for up to six persons and support staff but excludes visitor accommodation and the non-commercial use of holiday homes.
RESIDENTIAL CARE FACILITY	means a residential unit used for accommodation and care of persons in a supervised environment because of their social, intellectual or physical disabilities. This definition does not apply to any unit where the principal caregiver is a member of their family.
RESIDENTIAL DEVELOPMENT	means: <ul style="list-style-type: none"> i. Two or more new residential units on a site with no existing residential units; or ii. One or more additional residential units on a site, with one or more existing residential unit.
RESIDENTIAL UNIT	means a residential activity which consists of a single self contained household unit, whether of one or more persons, and includes accessory buildings and a family flat. Where more than one kitchen and/or laundry facility is provided on the site, other than a kitchen and/or laundry facility in a family flat, there shall be deemed to be more than one residential unit.
RESTAURANT	means any land and/or buildings, or part of a building, in which meals are regularly supplied for sale to the general public for consumption on the premises, including such premises which a licence has been granted pursuant to the Sale of Liquor Act 1989.
RETAIL SALES /RETAIL/RETAILING	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, 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	includes a stream, and shall have the same meaning as in

	the Resource Management Act 1991.
RIVER FLOOD 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 berm margins of flood fairways or lakes, the clearance of vegetation and debris from flood fairways, stopbanks, access tracks, rock work, anchored trees, wire rope and other structures.
ROAD	means road as defined in Section 315 of the Local Government Act 1974.
ROAD BOUNDARY	means any boundary of a site abutting a legal road (other than an accessway or service lane) or contiguous to a boundary of a road designation. Frontage or road frontage shall have the same meaning as road boundary.
ROOPU KAITIAKI	means Guardian Group.
RURAL SELLING PLACE	means any land, building or part of a building located in a rural or rural-residential zone, on or in which farm or garden produce, wine or handicrafts are offered for sale by wholesale and/or retail.
SCHOOL	refer Educational Facility.
SERVICE	<p>for the purposes of financial contributions means:</p> <ul style="list-style-type: none"> • Any water supply system • Any stormwater collection and disposal system • Any sewage collection, treatment and disposal system • Any trade waste collection and disposal system • Any energy supply system • • Any works to avoid, remedy or mitigate natural hazards • Any landscaping, including planting of vegetation • Any provisions of access to land in the subdivision (including roads, cycleways, pedestrian accessways, service lanes, private access, street lighting and associated works) <p>and in each case includes any necessary or incidental works and “services” has a corresponding meaning.</p>
SERVICE ACTIVITY	means the use of land and buildings for the primary purpose of the transport, storage, maintenance or repair of goods.
SERVICE LANE	means service lane as defined in Section 315 of the Local Government Act 1974.
SERVICE STATION	<p>means any site where the dominant activity is the retail sale of motor vehicle fuels (including petrol, LPG, CNG, and diesel), and may also include any one or more of the following:</p> <ul style="list-style-type: none"> • the sale of kerosene, alcohol based fuels, lubricating oils, tyres, batteries, vehicle spare parts and other accessories normally associated with motor vehicles;

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	<ul style="list-style-type: none"> • mechanical repair and servicing of motor vehicles (includes motor cycles, caravans, boat motors, trailers), except that in any Residential Zone, the mechanical repairs of motor vehicles and domestic garden equipment shall not include panel beating, spray painting and heavy engineering such as engine reboring and crankshaft grinding; • inspection and/or certification of vehicles; • the sale of other merchandise and services where this is an ancillary activity to the main use of the site.
SETBACK	means the distance between a building foundation and the boundary of its site. Where any building is required to be setback from any site boundary, no part of that building 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.
SHELTERBELTS	means trees or vegetation planted primarily to provide shelter for stock or for other agricultural or horticultural purposes, up to a maximum width of 15 metres but excluding amenity tree planting and forestry activities.
SHOWROOM	means any defined area of land or a building given over solely to the display of goods. No retailing is permitted unless otherwise specifically provided for in the zone in which the land or building is located.
SIGN	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 signs 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.
SITE	means <ul style="list-style-type: none"> a) an area of land which is: <ul style="list-style-type: none"> i comprised in a single lot or other legally defined parcel of land and held in a single certificate of title; or ii comprised in a single lot or legally defined parcel of land for which a separate certificate of title could be issued without further consent of the Council; iii being in any case the smaller land area of i or ii; or b) an area of land which is comprised in two or more adjoining lots or other legally defined parcels of land, held together in one certificate of title in such a way that the lots/parcels cannot be dealt with separately without the prior consent of the Council; or

	<p>c) an area of land which is comprised in two or more adjoining certificates of title where such titles are:</p> <ul style="list-style-type: none"> i subject to a condition imposed under Section 37 of the Building Act or Section 643 of the Local Government Act 1974; or ii held together in such a way that they cannot be dealt with separately without the prior consent of the Council; or <p>d) in the case of land not subject to the Land Transfer Act, the whole parcel of land last acquired under one instrument of conveyance;</p> <p>except that:</p> <ul style="list-style-type: none"> a) 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: <ul style="list-style-type: none"> il 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 ii 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 b) in the case of land subdivided under 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 c) 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. <p>In addition to the above:</p> <ul style="list-style-type: none"> a) A site includes the airspace above the land. b) If any site is crossed by a zone boundary under this Plan, the site is deemed to be divided into two or more sites by that zone boundary. c) Where a site is situated partly within the District and partly in an adjoining District, then the part situated in the District shall be deemed to be one site.
SITE - FRONT	means a site having one or more frontages to a road or private road, at least one such frontage to be not less than 6m.
SITE - REAR	means a site which is situated generally to the rear of another site, both sites having access to the same road or private road, and includes sites which have no frontage to a road or private road of 6m or less.
SITE DEVELOPMENT	for an explanation of this term, refer to Part I, Section 8.

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STANDARDS	
STEP-IN PLAN	means a break in the continuity of an exterior wall of any building or block or line of residential units, whether of one or more storeys, by stepping the wall of the building or any unit or units a minimum specified distance measured at right angles to the long axis of the building or block or line of units.
SUBDIVISION CONSENT	has the meaning set out in Section 87(b) of the Act.
TAOKA	means treasures.
TAUPARAPARA	means a saying, prose.
TAVERN	means any premises used or intended to be used in the course of business principally for the provision to the public of liquor and other refreshments.
TELECOMMUNICATION FACILITY	means devices, such as aerials, dishes, antennae, wires, cables, casings, tunnels and associated equipment and support structures and equipment shelters, such as towers, masts and poles, and equipment buildings and telephone boxes, used for the transmitting, emission or receiving of communications.
TEMPORARY MILITARY TRAINING ACTIVITY	means a temporary activity undertaken for Defence Purposes. Defence Purposes are those in accordance with the Defence Act 1990. The Defence Act also enables access to Defence Areas which include areas utilised for temporary military training activities.
TIKANGA	means a custom.
TINO RANGATIRATANGA	means authority, chieftainship.
TRADE WASTES	shall have the same meaning as in the Local Government Act 1974.
TRAVELLERS ACCOMMODATION	see Visitor Accommodation.
UTILITY	means: <ul style="list-style-type: none"> a) lines and necessary incidental structures and equipment for the transmission and distribution of electricity; b) pipes and necessary incidental structures and equipment for transmitting and distributing gas; c) storage facilities, pipes and structures and equipment necessary for the supply, drainage and treatment of water or sewage; d) water and irrigation races, drains, channels, pipes and necessary incidental structures and equipment; e) structures, facilities, plant and equipment for the treatment of water; f) structures, lines, facilities, plant, equipment and associated works for receiving, emitting and transmitting

	<p>radiocommunications and telecommunications;</p> <p>g) structures, facilities, plant, equipment and associated works for monitoring and observation of weather and natural hazards;</p> <p>h) structures, facilities, plant, equipment and associated works for the protection of the community from natural hazards;</p> <p>i) structures, facilities, plant and equipment necessary for navigation by water or air.</p> <p>Utility does not include structures or facilities used for electricity generation, the manufacture and storage of gas.</p>
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 ACCESS LEG	in relation to a rear lot or rear site, means the strip of land, which is included in the ownership of that lot or site, and which provides the legal, physical access from the frontage legal road to the net area of the lot or site.
VEHICLE ACCESS LOT	means a lot which provides the legal or part of the legal vehicular access to one or more lots, and which is held in the same ownership or by tenancy-in-common in the same ownership as the lot(s) to which it provides legal vehicle access.
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 ORIENTATED COMMERCIAL ACTIVITIES	means any service station, truck stop, coach park, supermarket, shopping centre, drive-in retail outlet, rural selling place, visitor accommodation, recreation and entertainment activity where the activity takes place in or on a structure or where a structure or building forms part of the public aspect of the activity.
VISITOR ACCOMMODATION	means the use of land and/or buildings for short-term, fee paying, living accommodation where the length of stay for any one visitor is not greater than 3 months at any one time, provided that this definition does not exclude the letting of individually-owned residential units. Visitor accommodation may include some centralised services or facilities, such as food preparation, dining and sanitary facilities, conference, bar and recreation facilities. Visitor accommodation includes such accommodation as camping grounds, hotels, motels, boarding houses, guest houses, backpackers accommodation, bunkhouses, tourist houses and lodges.
WAAHI TAOKA	means a treasured place/valued possession.
WAAHI TAPU	means a sacred place.

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WASTE	means any contaminant, whether liquid, solid, gaseous, or radioactive, which is discharged, emitted or deposited in the environment in such volume, constituency or manner as to cause an adverse effect on the environment and which includes all unwanted and economically unusable by-products at any given place and time, and any other matter which may be discharged, accidentally or otherwise, to the environment.
WATERBODY	shall have the same meaning as Water body in the Resource Management Act 1991.
WETLAND	shall have the same meaning as in the Resource Management Act 1991 being "includes permanently or intermittently wet areas, shallow water and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions".
WHAKAPAPA	means genealogy.
WHENUA	means land.
WOODLOTS	means a single discrete grouping of trees of no more than 3 hectares planted for productive purposes.
YARD	means a part of a site which is required by this Plan to be unoccupied and unobstructed by buildings from the ground upwards, except as otherwise provided by this Plan.
- FRONT YARD	means a yard between the street line and a line parallel thereto extending across the full width of the site.
- REAR YARD	means a yard between the rear boundary of the site and a line parallel thereto extending across the full width of the site. Provided that in the event of there being no rear boundary, as in a triangular section, the boundaries of the rear yard shall be the converging side boundaries of the site and the arc of a circle drawn with the apex as centre and radius of 9 metres.
- SIDE YARD	means a yard between a side boundary of the site and line parallel thereto, extending: <ul style="list-style-type: none"> a) From the front yard to the rear yard; or b) If there be no front yard, from the front boundary of the site to the rear yard; or c) If there be no rear yard, from the front yard or boundary as the case may be to the rear boundary of the site; or d) If there be two or mote front yards, from yard to yard.

1.2 INFORMATION REQUIREMENTS FOR RESOURCE CONSENTS AND DESIGNATIONS

1.2.1 GENERAL GUIDE

The place to start is with the maps. Identify the site(s) you are interested in.

Check to see which zone the site is in. Each zone has its own rules.

Check to see what other rules may apply. There are a number of District-Wide rules with special functions which will also apply in the particular zone, eg

- Temporary Buildings and Activities(Refer Rule 10)
- Heritage Rules(Refer Rule 11)
- Transport Rules(Refer Rule 12)
- Sign Rules(Refer Rule 13)
- Subdivision and Development Rules(Refer Rule 14)
- Utilities Rules(Refer Rule 15)
- Hazardous Substances(Refer Rule 16)
- Natural Hazards(Refer Rule 17)

Check to see if the property is affected by one or more of the following:

- a designation - Appendix A
- a protected feature(s) - Appendix B
- an area of significant natural conservation value - Appendix C
- located in an area of landscape importance - Planning Maps
- Natural Hazards - Planning Maps

and by checking the Planning Maps.

Where an activity may require a resource consent, a notation is provided. Permitted Activities under regional rules may have conditions that require compliance.

Check the definitions, Section Part III, Section 1.1

Check to see what consents may be required:

- Refer Category of Activities at the start of each rule.
- Refer to site development standards and critical zone standards

Check to see if consents are required from the Otago or Canterbury Regional Councils.

Consultation

An applicant may need to undertake consultation with parties affected by the proposal. The level of consultation depends on the effects or impacts of the proposal. The process of consultation allows people to understand the proposal and done properly can reduce the time delays and costs of resource consents.

Special consultation procedures may apply to activities which affect sites or values of significance to the Takata Whenua.

Steps for Determining Compliance

The steps for determining compliance are set out as part of each Rule.

Information to be Submitted with an Application for a Resource Consent

For the Council to process an application for a resource consent an applicant must provide adequate information to enable the effects of the activity to be assessed in accordance with the Act or any assessment matters set out in the District Plan. The amount of detailed information you need to provide depends on the type of resource consent.

Where the Council considers insufficient information has been supplied further information will be requested under Section 92 of the Act and the application or plan change will not be processed until the information is supplied.

Applications should be assessed with the Council staff before they are formally lodged to enable any problems or information requirements to be resolved and avoid delays by requests for additional information.

Applications should be in the same or similar format as Form 5 of the Resource Management (Forms) Regulations 1991. Copies are available from the Council.

1.2.2 LAND USE CONSENTS

DETAILS

The following information shall be submitted with any application for a resource consent, where applicable:

1. An assessment of any actual or potential effects that the activity may have on the environment and the ways in which those adverse effects may be avoided, remedied or mitigated;
2. The assessment shall
 - be in such detail as corresponds with the scale and significance of the actual or potential effects that the activity may have on the environment; and
 - be prepared in accordance with the assessment of effects on the environment in the Fourth Schedule to the Act;
3. In the case of applications for resource consents relating to controlled activities, or discretionary activity over which the Council has restricted the exercise of its discretion, the assessment shall only address those matters specified in the Plan over which the Council has reserved control, or to which it has restricted the right to exercise its discretion.
4. A statement specifying all other resource consents that the application may require from any consent authority in respect of the activity to which the application relates, and whether or not the applicant has applied for such consents;
5. Copies of Certificates of title for the subject sites;
6. A description of the activity for which consent is sought.

General

1. A description of the site including existing uses, buildings, topography and vegetation, including information on the extent and nature of any fill on the site, any indication of earth movement or flooding and a description of the existing natural environment (including areas of indigenous vegetation, habitat of indigenous birds and animals, and landscape features);
2. Any filling or excavation proposed, the type of fill, the volume and depth of fill and excavation, identification of those areas on the site subject to fill or excavation, the impact on utilities, or on any archaeological sites;
3. The results of any consultation undertaken with parties who may be affected by the proposal, including Takata Whenua.

Buildings and Structures

1. The materials to be used on the exterior cladding of the proposed building or other structures.

Natural Hazards

1. Any geological or other natural hazards to which the site may be subject, its suitability for the activity proposed, and the means by which any adverse effects of the hazards are to be avoided, remedied or mitigated.

Parking and Access

1. The number of car-parks to be provided and the provision for access, loading and circulation.

Landscape and Visual Amenity Values

1. Any landscaping to be provided, including areas for planting, the location and types of trees to be planted, the location of any outdoor storage areas, and how these are to be screened from view;
2. The effects on landscape values, and visual amenity, views, natural landscape patterns and natural vegetation patterns.

Signs

1. Any outdoor advertising proposed, including the dimensions, height, lettering and location (freestanding or on buildings) of any signage, or any illumination proposed.

Noise

1. In respect to any potential for noise generation, the type and power of any proposed machinery or equipment; its location on site or within buildings; the material of which the buildings are constructed; details of any proposed measures to reduce noise, including any insulating materials or structures; hours of operation; and the expected nature and frequency of noise events.

Odour, Glare and Other Emissions

1. In respect to any potential for odour generation, the source of the odour, its frequency, intensity, duration and offensiveness and the design, management and operation of odour prevent and abatement measures to be employed;
2. In respect to any potential for glare, the nature and location of any highly reflective surfaces; the location, nature and power of lighting on the site; and means of directing its spill;

3. Any potential for other emissions from the site, such as dust, fumes and/or radio emissions.

Hazardous Substances

1. In respect to any hazardous substances to be stored or used on site, the type and volume of those substances; proposed methods of containment; including in emergencies the location on site or within buildings of any transfer, or storage points; transport arrangements on site; and routes and methods of transport to and from the site.

Heritage and Notable Trees

1. The location of any protected trees on the site or adjoining sites, and whether they are to be removed, trimmed or subject to any building or earthworks in the vicinity of the tree.

Heritage Items

1. The effect of the proposal on any listed heritage items including plans showing existing interior or exterior original features, and plans of these features should any alterations proposed be carried out.

Nature Conservation

1. The effects of the proposal on any significant nature conservation areas, including indigenous vegetation, ecosystems, the margins of waterbodies, or wetlands.

Recreation

1. The effects on recreational values and facilities, existing recreational users and the experiences of other recreational users in the vicinity.

DRAWINGS

1. In addition to the above information, any application for land use consent shall include a set of drawings illustrating the proposal. Four full-scale copies of each drawing are required, including accurate dimensions, plus one A3 reduced copy with dimensions corrected to account for the reduction.
2. The drawings must include the details set out in paragraph (a), (b), (c), (d) and (e) below, as applicable, and be dimensioned in metres.
3. A drawing showing the location of the site such that its location can be readily determined, with road names, property number, north point and any significant built or topographical features.
4. A site plan of the property (at scale of not less than 1:200 in urban areas) showing, as applicable:
 - a. site boundary lengths and other dimensions in metres.
 - b. location with distances to site boundaries, of all existing buildings which are to remain on the site, and all proposed buildings and structures (including where applicable, eaves, balconies, courts and verandahs).
 - c. proposed use of each building.
 - d. position of any easement over the site.
 - e. position, location and dimensions of every parking and loading space.
 - f. location of roads adjacent to the site and the formation status of the road and any footpaths.
 - g. location of all vehicle access points and driveways at the street boundary.

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- h. kerb lines adjacent to the site and the position of any street trees.
 - i. levels on the site boundaries and around any buildings; and, except in cases where the site is less than 1000m², or has a uniform grade of less than 1 in 10, contours of the site.
 - j. proposed retaining walls, excavations and fill.
 - k. existing trees and proposed landscaping (particularly where this is a requirement of the rules for the zone). Dimensioned areas of the landscaping should be shown together with all existing and proposed sealed areas.
 - l. indigenous vegetation areas, streams, wetlands and heritage items.
 - m. where relevant, recession line diagrams or models.
 - n. watercourses and drainage and sewerage pipes within and adjacent to the site.
 - o. the means proposed to deal with all stormwater and sanitary drainage, and to provide for water supply.
 - p. the location of any water supply bores and effluent disposal areas on the site and on adjoining sites.
5. A floor plan of each building (at a scale of not less than 1:100) showing:
- a. use of all parts of the building, including basements, parking, lift towers, storage or service areas.
 - b. room layout of the building, if this is known, and a clear identification of the use of different rooms or parts of a floor.
 - c. materials and colours to be used on the exterior cladding.
6. Where several floors are of the same area and use, a standard floor plan may be shown.
7. Elevations of each building (at a scale not less than 1:100) showing:
- a. external appearance of the building including doors and windows.
 - b. number of floors and their proposed usage.
 - c. building heights and height in relation to any boundary.

1.2.3 SUBDIVISION CONSENTS

The following information shall be included with any application for a subdivision consent, where applicable:

DETAIL

1. An assessment of any actual or potential effects that the activity may have on the environment, and the ways in which any adverse effects may be avoided, remedied or mitigated (the details required under 1.3.2 Land Use Consents above may be relevant).
2. **Note:** Section 88(6) of the Act requires assessments to be in such detail as corresponds with the scale and significance of the actual and potential effects that the activity may have on the environment, and shall be prepared in accordance with the Fourth Schedule to the Act.
3. A statement specifying all other resource consents that the application may require from any consent authority in respect of the activity to which the application relates, and whether or not the applicant has applied for such consents.
4. A legal description of the site, including current copies of all certificates of title.

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5. A drawing showing the location of the site such that its location can be readily determined, with road names, property number, north point and any significant built or topographical features.
6. Where relevant, an assessment, including diagrams, of the significant views onto and off the development site.
7. A full description of any geological or other natural hazards to which the site may be subject, its suitability for the subdivision, and the means by which any adverse effects of the hazards are to be avoided, remedied or mitigated.

Plans

1. The following plans must be supplied and must be drawn to an appropriate stated metric scale to show sufficient detail of the proposal to enable the Council to determine its effects. If the plans are larger than A3 size copies reduced to A3 must also be provided. Four full-scale copies of each plan are required, including accurate dimensions, plus the A3 reduced copy with dimensions corrected to account for the reduction. The site plans must show:
 - a. a north point accurately orientated;
 - b. a unique plan number and title describing the proposal and the site; and
 - c. record sheet numbers.
2. A site information plan detailing, where relevant, the existing situation including:
 - a. topographical information, wherever possible in terms of the Otago Datum, together with a certificate as to its origin and accuracy;
 - b. details of hazardous areas (for example, un-compacted filling or flood-prone areas);
 - c. existing buildings and buildings on adjacent sites, and their location in relation to existing and proposed boundaries.
 - d. landforms and landscape elements;
 - e. watercourses, wetlands and catchment orientation and whether or not any adjoining river has an average width of 3 metres or more;
 - f. the location and areas of any existing esplanade reserves, esplanade strips, or access strips;
 - g. all significant areas of vegetation and individual specimens;
 - h. existing street names and numbers;
 - i. the position of existing water, sewer, stormwater, electrical and telecommunication services and the position of existing water supply bores and effluent disposal fields on adjacent sites;
 - j. existing easements and covenant areas;
 - k. the formation standards of roads adjoining the subject land and the location of the carriageway, and any kerb and channel or footpath.

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3. A subdivision plan and associated information, detailing, where relevant, the proposed subdivision development including:
 - a. the position of all proposed lot, and certificate of title, boundaries and their dimensions;
 - b. the areas of all new lots, including net areas;
 - c. existing indicative building positions and their location in relation to existing and proposed boundaries;
 - d. indicative vehicle access points and driveways on street edges;
 - e. location and type of all proposed trees and other vegetation, including all existing vegetation to be retained;
 - f. proposed earthworks and retaining walls, their scale and dimensions;
 - g. proposed methods of servicing the new lots with water, sewer, stormwater, electrical and telecommunication services;
 - h. any land proposed to be set aside as new road and or public open space for recreational purposes;
 - i. levels on the new lot boundaries, and except where the lots are less than 1000m² in area or has a uniform grade of less than 1 in 10, contours of each lot.
 - j. formation widths and grades of proposed roads and rights-of-way, parking bays and bus stops;
 - k. proposed easements and covenant areas;
 - l. the location and areas of new reserves to be created, including any esplanade reserves to be set aside on a survey plan under Section 231;
 - m. the location and areas of esplanade strips proposed to be created under Section 232 to meet the requirements of the District Plan;
 - n. the location of any part of the bed of a river or lake, which is required under Section 237A to be shown on a survey plan as land to be vested in the Crown; and
 - o. information to show compliance with any other District Plan rule.

Further Information

1. Further information may be required from an applicant where it is considered necessary to better understand the nature of the activity, the effect it may have on the environment, or the ways in which adverse effects may be mitigated. The Council may also commission a report, at the applicant's expense, on any matters raised in relation to the application or on any environmental assessment or effects.
2. In particular, a report may be commissioned by the Council if the application relates to:
 - a natural hazard, or

- the use or storage of a hazardous substance, or
- a heritage item, site or structure, or
- an activity which is likely to cause significant adverse effects on the environment which are not adequately dealt with by proposals in the application to remedy, mitigate or avoid those effects.

1.2.4 NOTIFICATION

Subject to the provisions of the Act, an application for a resource consent is not required to be notified in accordance with Section 93 of the Act, if:

- i. The application is for a subdivision consent which is a controlled activity.
- ii. The application relates to a controlled activity, or a discretionary activity over which the Council has restricted the exercise of its discretion, and the Plan expressly permits consideration of the application without the need to obtain the written approval of affected persons.
- iii. The application relates to a controlled activity and written approval has been obtained from every person who in the opinion of the Council may be adversely affected by the granting of the resource consent; unless in the Council's opinion it is unreasonable, in the circumstances, to require the obtaining of every such approval.
- iv. The application relates to a discretionary activity or non-complying activity and the Council is satisfied that the adverse effect on the environment of the activity for which consent is sought will be minor; and
- v. Written approval has been obtained from every person whom the Council is satisfied may be adversely affected by the granting of the resource consent; unless the Council considers it is unreasonable in the circumstances to require the obtaining of every such approval.

Notwithstanding (i) to (v) above, the Council may require any application to be notified even if this Plan expressly provides that it need not be notified, if the Council considers special circumstances exist in relation to the application.

NOTIFICATION PROCEDURE

1. The notification process is carried out in accordance with the requirements of Section 93 of the Act. This procedure involves preparing a notice in the forms set out in the Resource Management (Forms) Regulations 1991 (Form 6) and serving copies of it on the following people:
 - a. Owners and occupiers of the site.
 - b. Persons likely to be directly affected, including adjacent owners and occupiers of land.
 - c. Local authority, iwi authorities and others as the Council considers appropriate. This category may include Heritage Protection Authorities, Ministers of the Crown, interest groups and community organisations.
2. The notice is also required to be fixed to a conspicuous place on the subject site and to be published in the newspaper.
3. The notice will give details of the application and give the closing date for submissions to be received by the Council. Submissions must be in writing and may be made by any person. They should be sent to the Council Office nominated in the notice and served on the applicant.

1.2.5 COSTS - APPLICATIONS AND PLAN CHANGES

The Council policy involves cost recovery in respect of applications for Resource Consents or Plan Changes. Applicants should ascertain from the Council the range and level of those

PROPOSED DISTRICT PLAN INCORPORATING VARIATION & PLAN CHANGE 2 (SHOWN AS UNDERLINE OR ~~STRIKE THROUGH~~)

costs before making an application. Deposits will be required for all Resource Consents and Plan Change requests. In general terms the costs recovered will include:

- any public notices;
- Council officer's time;
- postage and distribution costs;
- costs for hearing time;
- costs of any independent reports required by the Council.

1.2.6 DESIGNATIONS AND INFORMATION TO BE SUPPLIED

Section 166 of the Act defines those authorities who have power to become a requiring authority and provide for their works through designations in the District Plan. Section 168 of the Act sets out what information is necessary to accompany any such notice of requirement. In addition, the District Plan may specify further information to be provided. The following additional information shall be submitted with a notice of a requirement:

1. Details of the Order in Council or empowering legislation which allows the applicant to be a requiring authority, including any specified terms or conditions attached to the Order in Council.
2. A statement of how the requirement meets Part II of the Act.
3. A statement of the objectives the project or work is aiming to achieve.
4. The degree to which the requirement meets the objectives and policies of the Plan.
5. The relationship of the work to, or effect on, any relevant provisions of national or regional policy statements and regional plans.
6. Details of land ownership, acquisition and site clearance.
7. The proposed sequence and timing of the work, clearly identifying any part which may not be commenced or completed within 5 years time.
8. Proposals for the use and maintenance of those parts of the land which will not be developed for 5 years or more, in particular, identification of those buildings and structures which could continue to be used and maintained in the meantime.
9. Identification of any other designation or heritage order applying to the site, whether it has been given effect to and the effect the requirement may have on the existing designation or heritage order.

9 OMARAMA AIRFIELD ZONE

9.1 ZONE STATEMENT

This zone provides for a range of maintenance, operations, residential and camping ground uses associated with the Omarama airfield to enable aviation use, especially gliding, to utilise the unique meteorological resource of the Mackenzie/Waitaki Basin.

- Development of aviation and gliding facilities and their servicing and organisation within Area B (being the area furthest from State Highway 8).
- Co-ordinated development of accommodation and support facilities for aviation in Area A (to the west of Area B).
- Buildings which have a visually pleasant appearance and are of a similar scale to those of the township.
- A general separation of aviation and accommodation facilities for amenity and safety reasons.
- Roading and pedestrian linkages to ensure traffic associated with aviation activities does not pass through accommodation areas.

9.2 DISTRICT-WIDE RULES

Attention is drawn to the following District-Wide Rules which may also apply in addition to any relevant Zone Rules to activities undertaken in the Omarama Airfield Zone. Any one or more of the District-Wide Rules may require an activity to obtain a resource consent.

- Temporary Buildings and Temporary Activities(Refer Rule 10)
- Heritage Rules(Refer Rule 11)
- Transport/Car Parking Rules(Refer Rule 12)
- Sign Rules(Refer Rule 13)
- Subdivision, Development and Financial Contributions Rules(Refer Rule 14)
- Utilities(Refer Rule 15)
- Hazardous Substances Rules(Refer Rule 16)

9.3 ACTIVITIES

9.3.1 PERMITTED ACTIVITIES - AREA A

The following activities shall be Permitted Activities in Area A, provided that they comply with all of the Site Development Standards under Rule 9.4 and Critical Zone Standards under Rule 9.5:

- 1 **Farming activities;**
- 2 **Non-permanent accommodation;**
- 3 **Aviation and gliding maintenance, storage and service facilities;**
- 4 **Carparking;**
- 5 **Kitchen and ablution buildings.**

9.3.2 CONTROLLED ACTIVITIES - AREA A

The following activities shall be Controlled Activities in Area A provided that they comply with all of the Site Development Standards (Rule 9.4) and Critical Zone Standards (Rule 9.5):

- 1 Any building(s) for an activity;
- 2 Signs;
- 3 Carparking;
- 4 Landscape plantings.

The exercise of Council's discretion being restricted to the matter(s) specified:

- a) design and appearance of any new buildings;
- b) site layout;
- c) design of roading and pedestrian linkages

9.3.3 PERMITTED ACTIVITIES - AREA B

The following activities shall be Permitted Activities in Area B, provided that they comply with all of the Site Development Standards and Critical Zone Standards:

- 1 **Farming activities;**
- 2 **Aircraft tie down, storage and service facilities;**
- 3 **Community and commercial activities**, limited to organisations related to the aviation industry;
- 4 **Carparking;**
- 5 **Ablution facilities.**

9.3.4 DISCRETIONARY ACTIVITIES - AREAS A & B

The following activities shall be Discretionary Activities:

- 1 Any activity listed as a Permitted Activity in Area A and which complies with all of the relevant Critical Zone Standards (Rule 9.5), but does not comply with one or more of the relevant Site Development Standards (Rule 9.4).

9.3.5 NON-COMPLYING ACTIVITIES - AREAS A & B

The following activities shall be Non-Complying Activities:

- 1 Any Other Activity, which is not listed as a Permitted Activity.

9.4 SITE DEVELOPMENT STANDARDS

9.4.1 Height

Maximum height of buildings shall be *except that no building for an activity shall exceed the maximum height determined by a 1:7 transitional side surfaces gradient or by a 1:40 Take Off / Approach Surface gradient for aircraft using the Omarama Airfield, as shown on Planning Maps 7 and 40. (Note: Contact the Council for assistance in determining the height.):*

- | | | |
|---|--|-----|
| 1 | For aviation and gliding related buildings | 11m |
| 2 | All other buildings for an activity | 8m |

9.4.2 Setback from Unit Boundaries

Non-permanent accommodation other than caravan and tent sites shall be a minimum of 2m.

Aviation and gliding related buildings shall be a minimum of 5m adjoining residential or a serviced camp.

9.4.3 Building Coverage

The combined total areas of all buildings on each site shall not exceed the following:

- | | | |
|---|--|-----|
| 1 | Non-permanent accommodation | 60% |
| 2 | Aviation and gliding related buildings | 50% |

9.4.4 Site Area and Dimension

Minimum site area and dimension:

- | | | |
|---|-------------------------------------|-------------------------|
| 1 | Non-permanent accommodation (built) | 80m ² and 8m |
| 2 | Serviced caravan and tent sites | 53m ² and 5m |

9.4.5 Housing or Keeping of Animals

No building or enclosure for the housing or keeping of animals shall be sited closer than 20m from any boundaries of the site or a residential unit.

9.4.6 Serviced Caravan and Tent Site

The maximum number of serviced caravan and tent sites in Area A shall be 48.

9.4.7 Open Space

Each built non-permanent accommodation unit shall provide for 35m² of open space with a minimum dimension of 3m, such open space adjoining the main living area of each unit.

9.4.8 Siting of Noise Sensitive Activities – Omarama Airfield

- 1 Any habitable rooms in a new residential unit, hospital, educational facility, elderly persons home, visitor accommodation or any new live-in community activity, or any alterations or additions to habitable rooms in conjunction with any existing residential unit, hospital, educational facility, elderly persons home, visitor accommodation, or any live-in community activity, shall, within the area between the Outer Control Boundary (55 dBA Ldn) and the Air Noise Boundary (65 dBA Ldn) shown on Planning Maps 7 and 40, be constructed with acoustic insulation materials that ensure the indoor sound environment does not exceeding 40 LAeq (60min). A recognised acoustic consultant shall certify that the construction meets the above design standard.

9.5 CRITICAL ZONE STANDARDS

9.5.1 Noise

On any site, activities shall be conducted such that the following noise limits are not exceeded at the boundary of any site in the Residential Zone or at any point within the notional boundary of any habitable building within any Rural Residential Zone or Business 6 zone during the following time frames:

Monday to Friday 7am – 10pm	55dB LAeq(15min)
Saturday 8am – 7pm	55dB LAeq(15min)
At all other times and any public holiday	40dB LAeq(15min)
Daily 10pm to 7am the following day	75dB LAFmax

Exemption

Noise limits contained in this rule shall not apply to noise emissions from aircraft, and aircraft engine testing, carried out in the Omarama Airfield, shown on Planning Maps 7 and 40 - Refer instead to Rule 12.2.3 contained in Part III, Chapter 12 Transport/Car Parking Rules.

Sound levels shall be measured in accordance with the provisions of NZS 6801:2008 *Acoustics – Measurement of environmental sound* and assessed in accordance with the provisions of NZS 6802:2008 *Acoustics – Environmental noise*.

9.6 NON-NOTIFIED RESOURCE CONSENTS

In accordance with section 77D RMA 1991, an application for resource consent required by the following activities are precluded from public notification (s95A RMA 1991) and limited notification (s95B RMA 1991) subject to sections 95A(2)(b), 95A(2)(c), 95A(4), 95B(3) and 95C of the Act:

- Site Layout, Linkages and Design of Buildings - Rule 9.3.2
- Site Area and Dimension (Site Development Standard 9.4.4)
- Open Space (Site Development Standard 9.4.7)

12 TRANSPORT/CAR PARKING RULES

12.1 ACTIVITIES

12.1.1 DISCRETIONARY ACTIVITIES

The following activities shall be **Discretionary Activities**:

Any activity which does not provide for parking, loading and vehicle access in accordance with any one or more of the following Site Development Standards (Rule 12.2) and any emission of noise from aircraft at Omarama Airfield which is not in accordance with Rule 12.2.3 Omarama Airfield Noise Management shall be a **Discretionary Activity**, with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard.

Nothing in these provisions shall limit the power of the Council to require or impose conditions or standards in respect of applications for resource consent.

12.2 SITE DEVELOPMENT STANDARDS

12.2.1 PARKING AND LOADING

(a), (b) and (c) removed as per the National Policy Statement on Urban Development 2020 (NPS-UD) and section 55 of the Resource Management Act 1991.

(d) Size of Parking Spaces

All parking spaces, other than for residential units, and associated manoeuvring areas are to be designed to accommodate a design motor car (refer Appendix G) and shall be laid out in accordance with Table 2 and Appendix G.

Table 2 - Parking Space Dimensions

Type of User	Parking Angle	Stall Width⁽³⁾	Aisle Width	Stall Depth	Allowed Kerb Overhang
Class 1 ⁽¹⁾	90 ⁰	2.4	7.0	5.0	0.8
		2.5	6.6	5.0	0.8
		2.6	6.2	5.0	0.8
Class 2 ⁽²⁾	90 ⁰	2.5	8.0	5.0	0.8
		2.6	7.0	5.0	0.8
		2.7	6.6	5.0	0.8
People with disabilities	90 ⁰	3.6	8.0	5.0	0.8
All	0 ⁰ (parallel)	2.5	3.5 ⁽⁴⁾ 5.5 ⁽⁵⁾	6.1	
All	30 ⁰	2.5	3.5 ⁽⁴⁾	4.4	0.6
All	45 ⁰	2.5	3.8 ⁽⁴⁾	5.0	0.7
		2.7	3.5 ⁽⁴⁾	5.0	0.7
All	60 ⁰	2.5	4.5 ⁽⁴⁾	5.4	0.8
		2.7	4.0 ⁽⁴⁾	5.4	0.8
		2.9	3.5 ⁽⁴⁾	5.4	0.8

Notes:

- (1) Class 1 users are medium to long term parking including areas such as places of work.
- (2) Class 2 users are short term parking and where goods can be expected to be loaded into vehicles.
- (3) Spaces adjacent to walls or columns should be 300mm wider.
- (4) One-way aisle only.
- (5) Two-way aisle.
- (6) All dimensions are in metres.
- (7) A 5.5m minimum width two way aisle is required where the aisle serves more than 20 spaces.

(e) Car Spaces for People with Disabilities

Car parking areas, containing 50 or more car-parking spaces, shall include spaces for people with disabilities provided at the rate of:

- 1 for the first 50 to 100 spaces,
- plus 1 more for every additional 100 spaces.

Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.

(f) Cycle Parking

All developments, other than residential and farming, are to provide cycle parking at a rate of 1 cycle space for every 10 car parking spaces. The cycle stands are to be laid out in accordance with Appendix G.

(g) Reverse Manoeuvring

On-site manoeuvring for a design car (refer Appendix G) shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

- a) Any activity contains 6 or more parking or loading spaces;
- b) Any non-residential activities except for those within the Business 1 and H Zones;
- c) Any non-residential activity that has access to State Highways 1, 8 or 82; except for non-residential activities within the Business 1 Zone.

On-site manoeuvring for a design truck (refer Appendix G) shall be provided to ensure that no truck is required to reverse onto or off a site where any development requires loading areas or trade vehicle storage having access onto a roadway in the Business 2, 3, 4 and 5 Zone or having access onto an Arterial Road.

All truck refuelling sites shall be designed to accommodate a maximum length B-Train in a manner which will avoid the need to reverse off the site.

Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any required parking spaces.

Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space to depart the site.

(h) Residential Parking Spaces

Any residential parking spaces may include spaces within garages and such spaces shall have the following minimum dimensions:

	<u>Width</u>	<u>Depth</u>
<u>Single</u>	3.1m	5.5m
<u>Double</u>	5.6m	5.5m
<u>Multiple</u>	Width as per Table 2 plus 300mm at walls. Depth 5.5m	

The minimum width of the entrance to a single garage shall be no less than 2.4 metres wide. The manoeuvring area from the road boundary to the garage entrance shall be designed to accommodate a design car as set out in Appendix G.

(i) Queuing

A queuing space of two-way aisle at least 6m in length at each vehicle crossing shall be provided for all vehicles entering and leaving a parking area where more than 20 car-parking spaces are provided in the parking area served by the vehicle crossing. The required queuing space length shall be measured from the road boundary to the first point at which a vehicle can turn into a parking space or aisle.

(j) Loading Areas

i Every site in the Business Zones shall provide one loading space and associated manoeuvring area, in accordance with the following:

Every loading space shall be of a useable shape and shall be of the following dimensions:

- A. For transport depots or other similar activities, not less than 9m in depth.
- B. For retail premises, offices, warehouses, bulk stores, industrial and service activities and other similar uses, not less than 8m in depth.
- C. Offices and other non-goods handling activities, where the gross floor area is less than 1500m², and where on street parking is available for occasional servicing by larger vehicles, 6m deep, 3m wide and 2.6m high.

Except as provided for in C above:

- a) No loading space shall be less than 3.8m in height.
- b) No loading space shall be less than 3.5m in width, or such greater width as is required for adequate manoeuvring.

ii In the Business 1 Zone, each site fronting an Arterial Road shall have practical and legal access to one loading space within 50 metres of the site. The loading space may be shared with other activities. This loading space must be located within the same street block as the site (not across any road, but it may be across a service lane), and may be within any Business Zone.

(k) Surface of Parking and Loading Areas

i The surface of all parking, loading and trade vehicle storage areas shall be constructed to meet either of the following standards - at the developer's discretion:

1 Such areas shall be formed and surfaced in accordance with the requirements of the Waitaki District Standard Specification for the Construction of New Vehicle Entrances (10.5.96 and its amendments).

Or

2 The area shall be constructed on a well drained subgrade developed to give a CBR of not less than 12, with 150mm of compacted AP65 basecourse and 100mm of compacted M4/AP40 top course. The area shall be sealed with two coat Grade 4 / Grade 6 chip seal. All stormwater shall be controlled within the site, and led to approved outfalls. All parking areas shall be marked to define required staff and visitor parking spaces.

- ii. Rule (k)(i) does not apply where a site contains one residential unit and no more than two parking spaces

(l) Landscaping

Landscaping shall not adversely affect the visibility of motorists leaving a site or create an unsafe environment for persons using the car park or the adjacent footpath.

Subject to any Zone Rules, all car parking areas containing 5 or more spaces shall have along the road frontage, a landscape strip in accordance with the Business Rules 7.4.9 (Landscaping) and Subdivision Rules where these spaces are to be located adjacent to the road frontage.

12.2.2 VEHICLE ACCESS

(a) Vehicle Access to be Provided

In all zones:

- 1 Every lot with direct vehicle access to a road or to a vehicle access lot, shall be provided with a complying vehicle crossing.
- 2 Every vehicle access lot shall be provided with a complying vehicle crossing.
- 3 Every activity requiring access to a road shall have access to that/those road(s) only by way of a complying vehicle crossing.
- 4 A complying vehicle crossing shall meet the following requirements:
 - a) Where a lot has direct vehicle access to a road: a formed and drivable surface shall be provided between the carriageway of the road and the road boundary of the lot.
 - b) Where a vehicle access lot meets the road: a formed surface and drivable surface shall be provided between the carriageway of the road and the road boundary of the vehicle access lot
 - c) Where the lot has direct vehicle access to a vehicle access lot: a formed and drivable surface shall be provided between the carriageway of the vehicle access lot and the boundary of the lot.
 - d) An access space shall be established on the lot. This shall comprise an area of land within the lot 3.5m wide by 5.5m long, formed and set aside and useable by a motor car and accessible from the vehicle crossing.

(This access space may be used for any aisles or parking or loading spaces provided within the site).

Please refer to Appendix G of the Plan which illustrates these vehicle access details.

(b) Formation and Sealing of Vehicle Crossings

All vehicle crossings onto sealed roads, sealed footpaths or sealed service lanes shall be sealed to ensure that material such as mud, stone chips, gravel, crop or animal wastes is not carried onto such roads, footpaths or service lanes.

The surface of all vehicle crossings that are not to a State highway shall be constructed to meet either of the standards set out in Clauses 1 or 2 below – at the developer's discretion.

The surface of all vehicle crossings that are to a State highway shall be constructed to meet the relevant standard set out in Clause 3 below.

- 1 Vehicle crossings shall be formed and surfaced in accordance with the requirements of the Waitaki District Standard Specification for the Construction of New Vehicle Entrances (10.5.96 and its amendments).

Or

- 2 Vehicle crossings shall be constructed on a well drained subgrade developed to give a CBR of not less than 12, with 150mm of compacted AP65 basecourse and 100mm of compacted M4/AP40 top course. The area shall be sealed with two coat Grade 4 / Grade 6 chip seal.

In locations where there is no existing kerb and channel, the stormwater channels shall be maintained by the provision of a concrete culvert. The culvert shall have a wetted cross section of not less than 80% of the wetted cross section of the existing channel on the down-stream side of the vehicle crossing.

To provide economical access for underground service installation and repair, concrete surfacing of vehicle crossings is not permitted.

The area to be sealed shall be as follows:

- a) The full width of the vehicle crossing or service lane; and,
 - b) Between the edge of the carriageway to the road boundary; and,
 - c) The first 5.5m of the access within the site (as measured from the road boundary).
- 3 Vehicle crossings to a State highway shall be formed and surfaced in accordance with the relevant Transit New Zealand standard for crossing treatment for accesses onto State highways as illustrated in Diagram "C" and "D" in Appendix G).

This Rule 12.2.2 (b) shall not apply to vehicle crossings where:

- The sealed road is not an arterial road; and
- The vehicle crossing gives access to paddocks which do not contain any buildings; and
- The paddocks are fallow or used exclusively for extensive grazing or cropping.

This Rule 12.2.2 (b) above shall not apply to vehicle access on to a road where neither the road nor the footpath crossed by the vehicle crossing are sealed.

(c) Location of Vehicle Crossings with Frontage in Relation to Intersections of Roads

- i. The following standards apply to all sites; except for sites that have frontage to an arterial road in the Rural G and S Zones:
 - Where the road frontage of the site or vehicle access lot lies entirely within 80 metres of an intersection, the vehicle crossing to the site or vehicle access lot shall be located on the access frontage within 12.0 metres of the side boundary of the site or vehicle access lot which is farthest from the intersection.
 - Where the road frontage of the site or vehicle access lot is greater than 80 metres in length, the vehicle crossing shall be located on the allowed access frontage at least 68.0 metres from the intersection.
- ii. The following standard applies to sites that have frontage to an arterial road in the Rural G and S Zones:

- Where the road frontage of the site or vehicle access lot lies entirely within 112 metres of an intersection, the vehicle crossing to the site shall be located on the access frontage within 12.0 metres of the side boundary of the site or vehicle access lot which is farthest from the intersection.
- Where the road frontage of the site is greater than 112 metres in length, the vehicle crossing shall be located on the allowed access frontage at least 100.0 metres from the intersection.

(d) Length of Vehicle Crossings

The following crossing lengths (Table 3) shall apply:

Table 3 - Crossing Lengths

Land Use	Length of Crossing (m)	
	Minimum	Maximum
Residential	3.5	6.0
Other	4.0	9.0

The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped kerb.

(e) Minimum Distance between Vehicle Crossings

The minimum distance between any two vehicle crossings on the road frontage of any one development shall be 7.0 metres.

(f) Maximum Number of Vehicle Crossings

i. Arterial Road Frontage:

- No site shall have more than 1 vehicle crossing plus 1 vehicle crossing per km for sites with over 1km of road frontage.

ii. Frontage To All Other Roads

- No site shall have more than 4 vehicle crossings plus 1 vehicle crossing per km for sites with over 4km of road frontage.

iii. Frontage to Vehicle Access Lots

- No vehicle access lot shall have more than one vehicle crossing.

iv. Access to paddocks

- Where the vehicle crossing gives access to paddocks which do not contain any buildings, and which are used exclusively for extensive grazing or cropping, then one vehicle crossing may be provided for each paddock fronting the road, and the provisions of i and ii above do not apply.

(g) Sight Distances from Vehicle Crossings

Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 4, shall be available from all vehicle crossings to vehicles moving on the frontage road.

Table 4 - Minimum Sight Distances from Vehicle Crossings

Legal Speed Limit (km/hr)	Minimum Sight Distance (m) (Approach Sight Distance)
50	50
60	70
70	95
80	125
90	160
100	195

All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix G.

(h) Vehicle Oriented Commercial Activities

i. Notwithstanding Rules 12.2.2 (b), (d), and (f) above, all:

- service stations;
- truck stops;
- retail activities (or groups of retail activities using common vehicle crossings) containing a total gross floor area of more than 500m²;
- All sites generating over 30 vehicle movements per day with any vehicle access directly onto arterial roads and sites generating 60 vehicle movements per day with vehicle access only onto other roads;

shall comply with the following additional rules:

ii. Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 5, shall be available from all vehicle crossings:

Table 5 - Minimum Sight Distances for Vehicle Oriented Commercial Activities

Legal Speed Limit (km/hr)	Minimum Sight Distance (m) (Safe Intersection Sight Distance)
50	95
60	120
70	150
80	185
90	230
100	275

iii. All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix G.

iv. The canopy of any service station shall be setback 2m from the legal road boundary.

- v. The road boundary of the site shall be bordered by a nib wall to control traffic flows and to clearly define entrance and exit points.
- vi. Any service station pumps shall be located a minimum of 4.5m from the road boundary and 9m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.
- vii. A minimum path width of 4.5m shall be provided for vehicles through any service station forecourt.
- viii. Tanker access to bulk tank filling positions shall ensure that tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so that they can drive out from the filling position in a continuous forward movement.
- ix. Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.
- x. The minimum path and loading bay widths for tankers shall be 4.5m with a minimum inside turning radii of 7.5m.

(i) Road/Rail Level Crossings

All road/rail level crossings shall comply with the standards specified in Appendix E.

12.2.3 OMARAMA AIRFIELD NOISE MANAGEMENT:

- (a) The Airfield shall be managed to ensure that the noise emissions from aircraft movements shall not exceed 65dBA Ldn at or outside the Air Noise Boundary, as shown on Planning Maps 7 and 40 when calculated as stated in NZS6805:1992 Airport Noise and Land Use Planning as a 3 month rolling logarithmic average using the FAA Integrated Noise Model (INM) and records of actual aircraft operations.

The following operations shall be excluded from this rule:

- (a) *National or international gliding events, for the duration of the event.*
- (b) *Military aircraft operations.*

For the purposes of this Rule, aircraft movements include aircraft flights. Aircraft taxiing is not included.

- (b) *All aircraft engine testing within Omarama Airfield, shown on Planning Maps 7 and 40, shall be restricted to the following noise limits set out in Table 1 below measured at or within the boundary of any site within the Residential Zone, Rural Residential Zone and Business 6 Zone (unless the site is under the ownership of the Omarama Airport Authority):*

TABLE 1

0700 – 2200	55 dB LAeq (15min)
2200 – 0700	45 LAeq (15min) and 75 dB LAFmax

12.3 NON-NOTIFIED RESOURCE CONSENTS

In accordance with section 77D RMA 1991, an application for resource consent required by the following **Site Development Standards** under Rule 2.4 are precluded from public

notification (s95A RMA 1991) and limited notification (s95B RMA 1991) subject to sections 95A(2)(b), 95A(2)(c), 95A(4), 95B(3) and 95C of the Act:

- size of parking spaces (12.2.1(d))
- disabled car spaces (12.2.1(e))
- cycle parking (12.2.1(f))
- reverse manoeuvring (12.2.1(g))
- residential parking spaces (12.2.1(h))
- queuing (12.2.1(i))
- loading areas (12.2.1(j))
- surface of parking and loading areas (12.2.1(k))
- landscaping (12.2.1(l))
- all access rules (12.2.2)

12.4 RESOURCE CONSENTS - ASSESSMENT MATTERS

12.4.1 GENERAL

The following Assessment Matters are methods or matters included in the District Plan, in order to enable the Council to implement the Plan's policies and fulfil its functions and duties under the Resource Management Act.

In addition to the applicable provisions of the Act, the Council shall also apply the relevant *Assessment Matters* set out in Rule 12.4.2 below.

In the case of *Discretionary Activities*, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s), the assessment matters taken into account shall only be those relevant to that/those standard(s).

12.4.2 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:

(a) Parking and Loading Provision

- i. Whether it is physically practicable to provide the required loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.
- ii. Whether there is an adequate alternative supply of parking or loading spaces in the vicinity. In general on-street parking is not considered an alternative.
- iii. Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured in some manner.
- iv. Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.
- v. Whether the Council is anticipating providing public car-parking that would serve the vicinity of the activity.
- vi. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required loading space.

- vii. The extent to which the safety and efficiency of the surrounding roading network would be measurably adversely affected by parked and manoeuvring vehicles on the roads.
- viii. Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity, not providing the required number of loading spaces.
- ix. Cycle Parking - The extent to which alternative, secure, covered parking is available which is within easy walking distance of the development, and whether the parking can be provided and maintained in a jointly used cycle parking area.

(b) Parking and Loading Area and Entranceway Design

- i. Any measurable adverse effects on the safety and security of people and vehicles using the facility.
- ii. The extent to which the safety of pedestrians, both on and off the site will be measurably affected.
- iii. Any adverse effects on the amenity and character of surrounding properties and public areas.
- iv. The extent to which there will be any measurable adverse effect on the safety and efficiency of the frontage road.
- v. The extent to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles or pedestrians.

(c) Access

- i. Whether adequate sightlines are available from alternative access points.
- ii. The extent to which the safety and efficiency of the adjoining road would be measurably compromised by an access point located closer to an intersection, or with a lesser unobstructed sight distance, than is permitted by the Plan.
- iii. The extent to which on-street parking will be lost and cause measurable adverse effect on neighbours.
- iv. The extent to which conflicts between vehicles will be created by:
 - Vehicle queuing across the vehicle crossing
 - Confusion between vehicles turning at the crossing or intersection
 - Conflicts with pedestrians
 - Inadequate rate of driver assimilation of datathereby adversely affecting the safety of the road.
- v. Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road in a way which will measurably adversely affect safety of road users or the efficiency of traffic movement.
- vi. Whether the speed and volume of vehicles on the road will measurably increase the adverse effects of the access on the safety of road users.
- vii. Whether safety and efficiency would be measurably enhanced by the provision of acceleration and deceleration lanes.

- viii. Whether the geometry of the road will measurably mitigate the adverse effects of the access.
- ix. In the case of private vehicular access, those matters set out in (ii) above.

(d) Vehicle Oriented Commercial Facilities

- i. The degree to which the location of the site, in combination with the position of any proposed and existing access points and the actual or potential vehicle operation, will measurably affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway 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, ie number of lanes, visibility
 - whether the driveway will be on an upstream or downstream side of the intersection.
- ii. The ability for vehicles to queue and park or be serviced on site without measurably affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the on-site facilities.
- iii. The design and appearance of any building and its visual impact from the road and its proximity to residential areas.
- iv. The degree to which tankers and other heavy vehicles may enter and exit the site without excessive manoeuvring or measurable disruption to vehicles on the site or the safe movement of vehicles along the adjoining road.
- v. Relevant assessment matters from (c) Access above.

(e) Potential for Cumulative Effects

In relation to any of the above matters the potential for cumulative effects should seek other traffic generating activities with similar or other complementary traffic attributes to establish with access to the same roads, and/or the potential for significant growth of the proposed activity.

(f) High Traffic Generation

- i. Effects on the function and/or safety of the surrounding road network, including surrounding residential streets and State Highway One/Thames Highway; and
- ii. Effects of extra traffic generated by the activity on the amenity and safety of surrounding residential streets.

