

SUB – Subdivision

Subdivision is the process of dividing a site or building into one or more additional sites or units or changing an existing boundary location. The way a site is subdivided, including its size and shape, is important as it can factor into the future use and development of the land, its character and quality, and any impacts on adjacent sites. Subdivision can also affect the natural and physical environment and introduce long-term development patterns that cannot be easily changed.

The subdivision process regulates the provision of services for development and activities, including infrastructure and reserves. The adverse effects of activities are generally controlled by the provisions for each zone at the time of development. However, some potential effects of those activities that may be undertaken on sites are most appropriately managed at the time of subdivision. For example, forming new connections to roads may have an impact on the amenity values of an area and the safety and efficiency of the transport network, and the most effective time and means of addressing such effects is through a subdivision consent. It is also important to ensure that new sites being created are of a size and shape that can accommodate future development and be adequately serviced, either by reticulated services or on-site services.

The subdivision of land to create new lots on undeveloped land also creates expectations and property rights. It requires consideration of the need for public open space, esplanade strips, community facilities, and servicing by and connections to infrastructure. Cost-effective servicing by infrastructure is an important consideration for greenfield developments. However, ensuring sufficient infrastructure capacity can also be an issue for subdivision of already developed land.

[This chapter contains several policies and rules that relate to subdivision within the General Rural Zone and Rural Lifestyle Zone that give effect to Strategic Direction Objectives and align with the outcomes sought in those zones.](#)

This chapter contains rules and standards relating to subdivision of land within District-Wide Matters chapters, such as the *Coastal Environment*, *Natural Hazards*, *Natural Environments*, and the *National Grid Subdivision Corridor*. The District-Wide Matters chapters contain the objectives and policies that also apply to any subdivision application.

Minimum lot sizes have been informed by the Councils' strategic planning documents where applicable, including the Carterton Urban Growth Strategy and the South Wairarapa Spatial Plans, which have been consulted on and adopted by each respective Council based on an assessment of areas suitable for future development.

Additional regulatory requirements, separate to the District Plan, are also relevant to subdivision:

1. The partitioning of Māori land is primarily controlled by the Te Ture Whenua Māori Act 1993 and administered by the Māori Land Court.
2. The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ("NESCS")

controls activities on pieces of land where soil may be contaminated in such a way as to be a risk to human health, including subdivision of potentially contaminated land. District Councils are responsible for applying and enforcing the provisions of the NESCS.

The NESCS does not contain any objectives or policies and those in the District Plan will apply. This chapter contains objective and policy direction for the assessment of any resource consent applications required under the NESCS in accordance with the requirements of section 104 of the RMA.

3. For detailed technical and engineering requirements and guidance, reference should be made to NZS 4404:2010 Land Development and Subdivision Engineering as well as Wellington Water's Regional Water Standard May 2019 for SWDC, and advice should be sought from Councils' Development Engineers.

In the case of conflict with any provision of this plan and any national environmental standard (including the NESCS), under Section 43B of the Act the provisions of the national environmental standards will prevail.

Application of rules in this chapter

This chapter includes objectives, policies and rules that relate to subdivision generally. It also includes policies and rules that implement objectives in other chapters, specifically as they relate to the management of subdivision.

Rules SUB-R1 – SUB-R5 and SUB-R10 apply in the relevant zone chapters with the most specific rule that relates to the subdivision prevailing. Rules SUB-R6 – SUB-R9 and SUB-R11 – SUB-R14 apply to relevant planning notations or overlays that exist within the parcel of land where subdivision is proposed. Those rules apply in addition to Rules SUB-R1 – SUB-R5 and SUB-R10, with any number of applicable rules triggered for a particular site (e.g. more than one rule can apply to subdivision where planning notations or overlays exist).

Note: There may be several rules that apply to an activity, building, structure, or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach section in the How the Plan Works chapter.

Objectives

SUB-O1	Subdivision and development design
	Subdivision and developments create allotments and patterns of land use and development that: a. provide for the anticipated purpose, character, and amenity of each zone and the qualities and values of the site(s) including natural features and landscapes, <i>waterbodies, indigenous biodiversity</i>, historic heritage, and sites and areas of significance to Māori, <u>and highly productive land</u>; b. provide for a variety of housing types that cater for the range of community needs, such as affordability, accessibility, and lifestyle; c. are well-functioning, accessible, integrated, and connected with adjoining neighbourhoods; d. provide accessible and well-designed open space areas; e. protect cultural, heritage, and natural values; and f. respond to <u>reduce or not increase</u> the risks <u>and consequences</u> of natural hazards and is <u>are</u> resilient to climate change.
SUB-O2	Servicing
	Subdivision and developments are serviced to provide for the likely or anticipated use of the land while avoiding, remedying, or mitigating adverse effects on the environment by ensuring: a. subdivisions within the urban boundary connect to reticulated water, <u>and</u> wastewater services (and reticulated stormwater services where they are available or provide for on-site stormwater disposal) <u>and telecommunications networks and electricity networks</u> with sufficient capacity to accommodate proposed or anticipated development; and b. subdivisions in Rural Zones are capable of being serviced via on-site water, wastewater, and stormwater measures when development occurs on the site <u>and are capable of connecting to a telecommunication network</u>.
SUB-O3	<u>Integrated</u> future development
	Subdivision and development are provided for where they integrate with the existing and planned development of land, <i>roads</i>, and <i>infrastructure</i>, and avoid fragmentation or development that undermines the effective and efficient provision of <i>infrastructure</i> and <i>roads</i>.

Policies

SUB-P1	Creation and design of allotments
	Allow subdivision and development that results in the efficient and productive use of land, provides for the needs of the community, and supports the policies of the District Plan for the applicable zones, where the design: a. reflects patterns of development that are consistent, compatible, and reinforce the role, function, and existing or planned character and qualities of the zone as set out by the Objectives and Policies of the applicable zone; b. maintains the integrity of the zone with lot sizes sufficient to accommodate intended land uses; c. if within the urban boundary, provides adequate public open space that is accessible, useable, and well-designed, and encourages social interaction, neighbourhood cohesion, and a sense of place; d. has legal and physical access to each allotment created by the subdivision; e. creates esplanade reserves and access where land adjoins MHWS and/or rivers whose bed has an average width of 3m or more; f. ensures that the staging of the subdivision relative to building construction is efficient and appropriate to the scale and complexity of the overall development; and g. results in good urban design outcomes by using measures to enhance urban environments such as Crime Prevention Through Environmental Design (CPTED), energy efficiency, and transport connectivity measures.
SUB-P2	Provide integrated <i>infrastructure</i> at subdivision
	Require subdivision to be located where appropriate <i>infrastructure</i> is available, or to provide <i>infrastructure</i> in an integrated and comprehensive manner by: a. ensuring appropriate <i>infrastructure</i> has the capacity to accommodate the development or anticipated future development of the land in accordance with the purpose of the zone, is in place at the time of subdivision or development, and integrates with existing and planned <i>infrastructure</i>; b. requiring connections to Council's reticulated systems within the urban boundary to meet the performance criteria of the relevant Council; c. <u>ensure within the urban boundary new allotments can connect to a telecommunications network;</u> d. ensuring allotments outside the urban boundary: i. are of a sufficient size and shape with appropriate soil conditions to accommodate on-site wastewater, <u>and</u> stormwater; and

ii. <u>are appropriately serviced with</u> water supply <i>infrastructure</i>; and iii. that there is <u>have</u> sufficient water supply capacity for firefighting purposes; <u>and</u> iv. <u>have an ability to connect to telecommunication network</u>; e. ensuring roads and any vehicle access to sites meet minimum design standards to allow for safe and efficient traffic movements and can safely accommodate the intended number of users and the intended functioning of the road or access; f. providing for transport network connections within and between communities; g. where consistent with the zone, providing for a variety of travel modes that reflect the purpose, character, and amenity values of the zone, including walking, cycling, and access to and infrastructure for public transport while recognising the role that efficient transport infrastructure and connectivity plays in reducing greenhouse gas emissions; and h. achieving safe and efficient access onto and from state highways <u>in accordance with the roading hierarchy and meeting the TR-Transport objectives and policies</u>.	
SUB-P3	Subdivision containing natural features or sites or items with significant values
Manage subdivision of land containing significant natural features or other values such as landforms, <i>waterbodies</i>, <i>indigenous vegetation</i> and ecological values, historic heritage, sites of significance to Māori, or identified or otherwise known features to ensure their protection, enhancement, and community accessibility in line with the objectives and policies of the relevant chapters of this Plan.	
SUB-P4	Subdivision in areas with <u>significant</u> risks from <i>natural hazards</i>
Manage <u>significant</u> risks from <i>natural hazards</i> by avoiding subdivision that: a. creates new, increases the likelihood, or exacerbates existing <i>natural hazards</i> including coastal hazards, erosion, slippage, subsidence, falling debris, flooding, or liquefaction; b. results in adverse effects on the stability of land, <u>and buildings, and infrastructure</u>; c. accelerates, worsens, or results in material damage to land, <i>buildings</i>, <u>infrastructure</u> or people from <i>natural hazards</i>; or d. at the time of subdivision does not provide safe and stable <i>building</i> platforms over a 100-year horizon taking into account potential effects from climate change and/or sea level rise.	

SUB-P5	Rural character and amenity values of subdivision in the General Rural Zone
Provide for subdivision, use, and development where it does not compromise the purpose, character, and amenity values of the General Rural Zone <u>as directed through GRUZ-O1, GRUZ-O2 and GRUZ-P3</u>.by: a. enabling and promoting openness and predominance of vegetation; b. enabling and promoting a productive working landscape; c. enabling primary production and ancillary activities; d. providing for varying forms, scale, and separation of structures associated with primary production activities; e. managing the density and location of residential development; f. ensuring allotments can be self-serviced; g. retaining a clear delineation and contrast between the district's rural areas and urban areas; and h. avoiding, remedying, or mitigating reverse sensitivity effects.	
SUB-P6	Avoid inappropriate subdivision in the General Rural Zone
Avoid subdivision in the General Rural Zone that will result in sites that are of a size, scale, or location that is contrary to the anticipated purpose, character, or amenity values of the zone by: a. limiting small lot subdivision within the General Rural Zone to only areas where the soil resource is fragmented, is not located on highly productive land, and it does not compromise the use of land for <i>primary production activities</i>; and b. avoiding the cumulative effects associated with small lot subdivision on the productive use and potential within the General Rural Zone.; <u>and</u> c. <u>avoid cumulative effects that can arise from subdivision located fronting roads with an Interregional Collector function in accordance with the roading hierarchy.</u>	
SUB-P7	Subdivision in the Future Urban Zone
Avoid subdivision within the Future Urban Zone that may result in one or more of the following: a. the efficient and effective operation of the planned and existing local and wider transport network being compromised; b. the need for significant upgrades, provisions, or extensions to the reticulated wastewater, reticulated water supply, or stormwater networks, <u>the</u>	

<u>transport network</u> or other <i>infrastructure</i> in advance of planned integrated urban development; c. the efficient and effective provision of <i>infrastructure</i> being compromised; d. reverse sensitivity effects when urban development occurs; e. reverse sensitivity effects on existing rural activities or infrastructure; or f. fragmentation of sites in a manner that may compromise the appropriate form or nature of planned urban development.	
SUB-P8	Subdivision of <i>highly productive land</i>
Avoid subdivision on highly productive land except as provided for in the National Policy Statement for Highly Productive Land.	

Rules

SUB-R1	<i>Boundary adjustment</i>
Residential Zones Rural Lifestyle Zone Commercial and Mixed Use Zones General Industrial Zone Open Space and Recreation Zones Future Urban Zone	1. Activity status: Controlled Where: a. The boundary adjustment complies with, or does not increase any existing or previously approved non-compliance with: - SUB-S1; - SUB-S2; - SUB-S3; - SUB-S4; - SUB-S5; - SUB-S6; - SUB-S7; - SUB-S8; - SUB-S9; and - SUB-S10; and b. The boundary adjustment complies with, or does not increase any existing or previously approved non-compliance with the relevant standards of the underlying zone. Matters of control: - The matters set out in Policies SUB-P1 and SUB-P2. - The size, design, and layout of lots that would exist after the <i>boundary adjustment</i>, including the effects of any

	additional permitted activity development potential resulting from the reconfigured layout. 3. Legal and physical access to and from lots affected by the <i>boundary adjustment</i>. 4. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <u>waterbodies, indigenous vegetation and biodiversity</u>, sites <u>and areas</u> of significance to Māori, or archaeological sites. 5. Any change to the effects on the transport network or three waters infrastructure. 6. Where relevant, compliance with Council's engineering standards. 7. Where located in a hazard area, the matters set out in policies NH-P4, SUB-P1, SUB-P2, and SUB-P4. 8. The matters referred to in sections 108 and 220 of the Act.
General Rural Zone	2. Activity status: Controlled Where: a. The minimum lot size of any lot created by <i>the boundary adjustment</i> is 0.5ha; and <u>b. i.</u> The <i>boundary adjustment</i> complies with, or does not increase any existing or previously approved non-compliance with: <u>i. ii.</u> SUB-S2; <u>ii. iii.</u> SUB-S3; <u>iii. iv.</u> SUB-S4; <u>iv. v.</u> SUB-S5; <u>vi. vii.</u> SUB-S6; <u>vii. viii.</u> SUB-S7; <u>viii. ix.</u> SUB-S8; <u>ix. x.</u> SUB-S9; and <u>x. xi.</u> SUB-S10; and <u>c. b.</u> The boundary adjustment complies with, or does not increase any existing or previously approved non-compliance with the relevant standards of the underlying zone. Matters of control: 1. The matters set out in Policies SUB-P1, SUB-P2, and SUB-P7. 2. The size, design, and layout of lots that would exist after the <i>boundary adjustment</i>, including the effects of any additional permitted activity development potential resulting from the reconfigured layout.

	3. Legal and physical access to and from lots affected by the <i>boundary adjustment</i>. 4. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <u>waterbodies, indigenous vegetation and biodiversity</u>, sites <u>and areas</u> of significance to Māori, or archaeological sites. 5. Any change to the effects on the transport network or three waters <i>infrastructure</i>. 6. Where located in a hazard area, the matters set out in policies NH-P4, SUB-P1, SUB-P2, and SUB-P4. 7. Where relevant, compliance with Council's engineering standards. 8. The matters referred to in sections 108 and 220 of the Act.
Residential Zones Rural Lifestyle Zone Commercial and Mixed Use Zones General Industrial Zone Open Space and Recreation Zones Future Urban Zone	3. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R1(1)(b); or b. Compliance is not achieved with standard(s): i. SUB-S2, ii. SUB-S3, iii. SUB-S4, iv. SUB-S5, v. SUB-S6, vi. SUB-S7, vii. SUB-S8, viii. SUB-S9, or ix. SUB-S10. Matters of discretion: 1. The matters set out in Policies SUB-P1 and SUB-P2. 2. The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met. 3. The size, design, and layout of lots that would exist after the <i>boundary adjustment</i>, including the effects of any additional permitted activity development potential resulting from the reconfigured layout.
General Rural Zone	4. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R1(2)(b). Matters of discretion: 1. The matters set out in policies SUB-P1 and SUB-P2.

	2. The effects of non-compliance with any relevant subdivision or zone standard that is not met, and the matters of discretion of any standard is not met. 3. The size, design, and layout of lots that would exist after the <i>boundary adjustment</i>, including the effects of any additional permitted activity development potential resulting from the reconfigured layout.
All Zones	5. Activity status: Discretionary Where: a. Compliance is not achieved with SUB-R1(1) and SUB-R1(3); or b. Compliance is not achieved with SUB-R1(2)(a).

SUB-R2	<i>Subdivision of land to create additional allotment(s)</i>
Residential Zones <u>Settlement Zone</u> Commercial and Mixed Use Zones General Industrial Zone Māori Purpose Zone PREC1 – The Orchards Retirement Village Precinct PREC2 – Greytown Development Precinct <u>PREC3 – Cashmere Oaks</u>	1. Activity status: Controlled Where: a. The subdivision complies with or does not increase any existing or previously approved non-compliance with the underlying zone standards; <u>and</u> b. <u>For subdivision of land within Riversdale Terraces Precinct Areas ‘B’ and ‘C’, the application includes an assessment of effects on landscape values prepared by a suitably qualified and experienced landscape architect; and</u> c. Compliance is achieved with: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; vi. SUB-S6; vii. SUB-S7; viii. SUB-S8; ix. SUB-S9; and x. SUB-S10. d. For PREC1 – The Orchards Retirement Village Precinct, <u>and</u> PREC2 – Greytown Development Precinct, <u>and</u> <u>PREC3 – Cashmere Oaks Development Precinct</u>, subdivision and

Development Precinct	development is in accordance with the relevant Structure or Outline Plan for the precinct. e. Subdivision within the Waingawa Industrial Area is in accordance with the Waingawa Industrial Area Structure Plan in Appendix GIZ-1. Matters of control: 1. The matters set out in Policies SUB-P1, <u>and SUB-P2, and SUB-P4.</u> 2. The size, design, shape, location, and layout of lots. 3. Efficient use of land and compatibility with the role, function, and predominant character of the zone. 4. The subdivision layout and accessibility from and connections to surrounding neighbourhoods. 5. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <i>surface waterbodies, indigenous vegetation</i> and biodiversity, sites and areas of significance to Māori, or archaeological sites. 6. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control. 7. The subdivision design and layout, and the design and location of <i>building</i> platforms and access to minimise <i>earthworks</i> and land disturbance and integrate built form into the natural landform. 8. Provision of appropriate <i>infrastructure</i> and services and their design and location, including water supply (including firefighting water supply), wastewater systems, stormwater control and disposal, telecommunications and electricity in accordance with Council's engineering standards <u>or network utility operator requirements where they are applicable.</u> 9. Separation distances, barriers, acoustic treatment, and orientation of buildings. 10. Fire rating of party/common walls. 11. Energy efficiency and the ability for lots to use renewable energy. 12. Effects on the stability of land and buildings, and potential to create new or exacerbate existing <i>natural hazards</i> and the matters set out in SUB-P4. 13. Management of construction effects, including traffic movements, heavy vehicle movements, hours of
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	operation, noise, vibration, <i>earthworks</i>, and erosion and sediment control. 14. The staging of development and timing of works. 15. Management of potential <i>reverse sensitivity</i> effects on existing land uses such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to <i>network utilities</i> and <i>significant hazardous facilities</i>. 16. Financial contributions. 17. Bonds and other payments and guarantees. 18. The matters referred to in sections 108 and 220 of the Act. 19. <u>Within the Riversdale Terraces Precinct Areas 'B' and 'C', limits on building height, building form and the provision of mitigation planting where necessary to maintain coastal character and residential amenity values as viewed from the settlement east of the Riversdale Terraces Precinct.</u>
Rural Zones	2. Activity status: Controlled Where: a. The subdivision complies with or does not increase any existing or previously approved non-compliance with the underlying zone standards; b. Compliance is achieved with: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; vi. SUB-S6; vii. SUB-S7; viii. SUB-S8; ix. SUB-S9; and x. SUB-S10; and c. There is no direct access to State Highway 53, State Highway 2, any Limited Access Road, Masterton Heavy Traffic Bypass, or the Wairarapa Railway. d. <u>The property is not located within the Martinborough Soils Overlay.</u> Matters of control:

	1. The matters set out in Policies SUB-P1, SUB-P2, <u>SUB-P4</u>, SUB-P5, SUB-P6 and SUB-P8. 2. The size, design, shape, location, and layout of lots. 3. Efficient use of land and compatibility with the role, function, and predominant character of the zone. 4. The subdivision layout and accessibility from and connections to surrounding neighbourhoods. 5. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <i>waterbodies</i>, <i>indigenous vegetation</i> and biodiversity, sites and areas of significance to Māori, or archaeological sites. 6. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control. 7. The subdivision design and layout, and the design and location of building platforms and access to minimise <i>earthworks</i> and land disturbance and integrate built form into the natural landform. 8. Provision of on-site <i>infrastructure</i> and services and their design and location, including water supply (including firefighting water supply where required), wastewater systems, stormwater control and disposal, telecommunications, and electricity in accordance with Council's engineering standards. 9. Separation distances, barriers, acoustic treatment, and orientation of <i>buildings</i>. 10. Fire rating of party/common walls. 11. Energy efficiency and the ability for lots to use renewable energy. 12. Effects on the stability of land and <i>buildings</i>, and potential to create new or exacerbate existing <i>natural hazards</i> and SUB-P4. 13. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 14. The staging of development and timing of works. 15. Management of potential reverse sensitivity effects on <u>existing lawfully established</u> land uses such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to <u>primary production</u>, <i>network utilities</i> and <i>significant hazardous facilities</i>. 16. Financial contributions.
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		17. Bonds and other payments and guarantees. 18. The matters referred to in sections 108 and 220 of the Act.
	Future Urban Zone	3. Activity status: Controlled Where: a. The subdivision complies with or does not increase any existing or previously approved non-compliance with the underlying zone standards; b. Compliance is achieved with: i. SUB-S1; ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; vi. SUB-S6; vii. SUB-S7; viii. SUB-S8; ix. SUB-S9; x. SUB-S10; and c. One additional allotment is created from the parent title, with a minimum balance lot size of 20ha. d. <u>Where there is no direct access to or from a State Highway.</u> Matters of control: 1. The matters set out in Policies SUB-P1, SUB-P2, <u>SUB-P4</u>, and SUB-P7. 2. The extent to which the site layout and design and location of a building platform will affect the ability to comprehensively develop and use the Future Urban Zone in future for urban growth purposes. 3. Legal and physical access to and from lots. 4. Protection, maintenance, or enhancement of natural features and landforms, <i>waterbodies</i>, <i>indigenous vegetation</i>, historic heritage, sites of significance to Māori, or archaeological sites. 5. Financial contributions. 6. Bonds, and other payments and guarantees. 7. Areas identified as required for <i>infrastructure</i>, transport, or other purposes as identified in any strategic documents adopted by the relevant Council.

		8. Effects on the stability of land and buildings, and potential to create new or exacerbate existing <i>natural hazards</i>, and the matters set out in SUB-P4. 9. The matters referred to in section 108 and 220 of the Act.
	<u>General Rural Zone</u>	<u>X. Activity status: Restricted discretionary</u> <u>Where:</u> a. <u>The property is located over the Martinborough Soils Overlay.</u> b. <u>Compliance is achieved with:</u> i. <u>SUB-S1;</u> ii. <u>SUB-S2;</u> iii. <u>SUB-S3;</u> iv. <u>SUB-S4;</u> v. <u>SUB-S5;</u> vi. <u>SUB-S6;</u> vii. <u>SUB-S7;</u> viii. <u>SUB-S8;</u> ix. <u>SUB-S9; and</u> x. <u>SUB-S10; and</u> c. <u>The Application provides a legal mechanism (for instance a consent notice) that provides for <i>land based primary production</i> in perpetuity and ensures no additional <i>residential units</i> are established.</u> <u>Matters of discretion:</u> 1. <u>The matters set out in policies SUB-P5, SUB-P6, GRUZ-P7, and GRUZ-P8.</u> 2. <u>The future land use and ensuring that it remains in use for <i>land based primary production</i>.</u> 3. <u>Protection, maintenance, or enhancement of natural features and landforms, historic heritage, waterbodies, indigenous vegetation and biodiversity, sites and areas of significance to Māori, or archaeological sites.</u> 4. <u>The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control.</u> 5. <u>Provision of on-site infrastructure and services and their design and location, including water supply (including firefighting water supply where required), wastewater systems,</u>

	<u>stormwater control and disposal, telecommunications, and electricity in accordance with Council's engineering standards.</u> 6. <u>Separation distances, barriers, acoustic treatment, and orientation of buildings.</u> 7. <u>Energy efficiency and the ability for lots to use renewable energy.</u> 8. <u>Effects on the stability of land and buildings, and potential to create new or exacerbate existing natural hazards and SUB-P4.</u> 9. <u>Management of construction effects, including traffic movements, hours of operation, noise, earthworks, and erosion and sediment control.</u> 10. <u>Management of potential reverse sensitivity effects on existing lawfully established land uses such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to primary production, network utilities and significant hazardous facilities.</u> 11. <u>Financial contributions.</u> 12. <u>Bonds and other payments and guarantees.</u> <u>Notification:</u> <u>An application under this rule is precluded from being publicly or limited notified in accordance with sections 95A and 95B of the RMA.</u>
General Residential Zone Commercial and Mixed Use Zones General Industrial Zone Open Space and Recreation Zones	4. Activity status: Restricted discretionary Where: a. Compliance is not achieved with: - SUB-R2(1)(a); - SUB-S2; - SUB-S3; - SUB-S4; - SUB-S5; - SUB-S6; - SUB-S7; - SUB-S8; - SUB-S9; or - SUB-S10. Matters of discretion: - The matters set out in policies SUB-P1, SUB-P2, SUB-P3, and SUB-P4. - Whether the subdivision is located in a designated growth area. - The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met.

	4. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 5. Roading layout. 6. Management of potential reverse sensitivity effects on existing land uses, including <i>network utilities</i>, or <i>significant hazardous facilities</i>. 7. The matters referred to in sections 108 and 220 of the Act.
Settlement Zone	5. Activity status: Restricted discretionary Where: a. Compliance is not achieved with: i. SUB-R2(1)(a); ii. SUB-S2; iii. SUB-S3; iv. SUB-S4; v. SUB-S5; vi. SUB-S6; vii. SUB-S7; viii. SUB-S8; ix. SUB-S9; or x. SUB-S10. Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P3, and SUB-P4. 2. The ability to achieve on-site servicing in compliance with Council's engineering standards. 3. Integration with the character and amenity of the existing township. 4. The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met. 5. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 6. Management of potential reverse sensitivity effects on existing land uses, including <i>network utilities</i>, or <i>significant hazardous facilities</i>. 7. <i>Infrastructure</i> capacity to service the site, or where Council services are not available, the ability to provide for on-site servicing. 8. The matters referred to in sections 108 and 220 of the Act.
Rural Zones	6. Activity status: Restricted discretionary

	Where: a. Compliance is not achieved with: i. SUB-S2; ii. SUB-S3; iii. SUB-S4; iv. SUB-S5; v. SUB-S6; vi. SUB-S7; vii. SUB-S8; viii. SUB-S9; or ix. SUB-S10. Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P3, SUB-P4, SUB-P5, SUB-P6, and SUB-P8. 2. The ability to achieve on-site servicing in compliance with Council's engineering standards. 3. Integration with the character and amenity of the existing township. 4. The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met. 5. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 6. Management of potential reverse sensitivity effects on <u>existing lawfully established</u> land uses, <u>such as noise, odour, dust, and visual effects</u>, including <u>reverse sensitivity effects relating to primary production, network utilities, and significant hazardous facilities</u>. 7. <i>Infrastructure</i> capacity to service the site, or where Council services are not available, the ability to provide for on-site servicing. 8. The matters referred to in sections 108 and 220 of the Act.
Rural Zones	7. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R2(2)(c). Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P5, SUB-P6, and SUB-P8. 2. The effects on the safe and efficient functioning of the transport network, as evidenced by a supporting Integrated Traffic Assessment.

<u>PREC3 – Cashmere Oaks Development Precinct</u>	<u>X. Activity status: Discretionary</u> <u>Notification: If a resource consent application is made under this rule, NZ Transport Agency if it relates to access to a State Highway will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is noted provided.</u>
Commercial and Mixed Use Zones General Industrial Zone	8. Activity status: Discretionary Where: a. Compliance is not achieved with SUB-R2(1)(a), (b) or (d).
Open Space and Recreation Zones	9. Activity status: Discretionary
General Rural Zone	10. Activity status: Discretionary Where: a. Compliance is not achieved with SUB-S1 <u>or SUB-R2(X)</u>; b. The subdivision is directly related to land based <i>primary production</i>; and c. <u>Where the subdivision is located on highly productive land,</u> Eevidence is provided that the subdivision will meet clause 3.8 or 3.10 of the National Policy Statement for Highly Productive Land.
PREC1 – The Orchards Retirement Village Precinct PREC2 – Greytown Development Precinct PREC3 – Cashmere Oaks	11. Activity status: Discretionary Where: d. Compliance is not achieved with SUB-R2(1)(c).

Development Precinct	
<u>Riversdale Terraces Precinct</u>	<u>X. Activity status: Discretionary</u> <u>Where:</u> 1. <u>Compliance is not achieved with SUB-R2(1).</u>
Residential Zones Rural Lifestyle Zone	12. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-S1.
General Rural Zone	13. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-S1 and is not otherwise provided for by SUB-R2(10).
Future Urban Zone	14. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R2(3).

SUB-R3	<i>Subdivision of land to create allotment for public works, network utilities, reserves, or access purposes only</i>
All zones	1. Activity status: Controlled Where: a. The creation of any lot does not limit or interfere with any existing allotment's physical and/or legal access to a road or services. Matters of control: 1. The matters set out in Policies SUB-P1 and SUB-P2, <u>and SUB-P4.</u> 2. The size, design, and layout of lots for the purpose of public works, <i>network utilities</i>, reserves, or access. 3. Legal and physical access to and from lots. 4. Protection, maintenance, or enhancement of natural features and landforms, <i>waterbodies</i>, <i>indigenous vegetation</i>, historic heritage, sites of significance to Māori, or archaeological sites.

		5. Where relevant, compliance with Council's engineering standards. 6. Effects on the stability of land and buildings, and potential to create new or exacerbate existing natural hazards, and the matters in SUB-P4. 7. The matters referred to in sections 108 and 220 of the Act.
	All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R3(1). Matters of discretion: 1. The matters set out in Policies SUB-P1, <u>and SUB-P2, and SUB-P4.</u> 2. The size, design, and layout of lots for the purpose of public works, <i>network utilities</i>, reserves, or access. 3. Legal and physical access to and from lots. 4. Protection, maintenance, or enhancement of natural features and landforms, <i>waterbodies</i>, <i>indigenous vegetation</i>, historic heritage, sites of significance to Māori, or archaeological sites. 5. Where relevant, compliance with the Council's engineering standards. 6. The matters referred to in sections 108 and 220 of the Act.

SUB-R4	Subdivision of <u>existing small allotments</u> land less than 4ha or 6ha in the General Rural Zone	
	General Rural Zone	1. Activity status: Controlled Where: a. The allotment subject to subdivision is located within either the South Wairarapa or Carterton District; b. <u>a.</u> The allotment is not located on <i>highly productive land</i> or within the Martinborough Soils Overlay; c. <u>b.</u> The allotment subject to subdivision is less than 4ha in area <u>as at 11 October 2023;</u> d. <u>c.</u> No provision is used more than once and no retention of rights occurs; e. <u>d.</u> Either:

	i. one additional allotment is created and the balance area remaining from the record of title subject to subdivision is no less than 1.5ha; or ii. two additional allotments are created and the balance area remaining from the record of title subject to subdivision is no less than 2.5ha; e. <u>The additional allotment is no less than 0.5ha.</u> f. Compliance is achieved with: i. SUB-S2; ii. SUB-S3; iii. SUB-S4; iv. SUB-S5; v. SUB-S6; vi. SUB-S7; vii. SUB-S8; viii. SUB-S9; ix. SUB-S10; and g. There is no direct access to State Highway 53, State Highway 2, any Limited Access Road, Masterton Heavy Traffic Bypass, or the Wairarapa Railway. Matters of control: 1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P5, and SUB-P6. 2. The size, design, shape, location, and layout of lots. 3. Efficient use of land and compatibility with the role, function, and predominant character of the zone. 4. <u>The subdivision layout and accessibility from and connections to surrounding neighbourhoods.</u> 5. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <i>waterbodies</i>, <i>indigenous vegetation</i> and biodiversity, sites and areas of significance to Māori, or archaeological sites. 6. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control. 7. The subdivision design and layout, and the design and location of building platforms and access to minimise earthworks and land disturbance and integrate built form into the natural landform.
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	8. Provision of appropriate infrastructure and services and their design and location, including water supply (including firefighting water supply), wastewater systems, stormwater control and disposal, telecommunications and electricity in accordance with Council's engineering standards. 9. Separation distances, barriers, acoustic treatment, and orientation of buildings. 10. Fire rating of party/common walls. 11. Energy efficiency and the ability for lots to use renewable energy. 12. Effects on the stability of land and <i>buildings</i>, and potential to create new or exacerbate existing <i>natural hazards</i> and the matters set out in SUB-P4. 13. Management of construction effects, including traffic movements, hours of operation, noise, earthworks, and erosion and sediment control. 14. The staging of development and timing of works. 15. Management of potential reverse sensitivity effects on <u>existing lawfully established</u> land uses such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to <u>primary production</u>, <i>network utilities</i> and <i>significant hazardous facilities</i>. 16. Financial contributions. 17. Bonds and other payments and guarantees. 18. The matters referred to in sections 108 and 220 of the Act.
<u>General Rural Zone</u>	<u>X. Activity status: Restricted discretionary</u> <u>Where:</u> a. <u>The allotment is not located on <i>highly productive land</i> or within the Martinborough Soils Overlay;</u> b. <u>The allotment subject to subdivision is less than 6 ha in area as at 11 October 2023;</u> c. <u>No provision is used more than once and no retention of rights occurs;</u> d. <u>No more than two additional allotments are created;</u> e. <u>Any additional allotment is no less than 0.5 ha;</u> f. <u>Compliance is achieved with:</u> i. <u>SUB-S2;</u> ii. <u>SUB-S3;</u> iii. <u>SUB-S4;</u>

	iv. <u>SUB-S5;</u> v. <u>SUB-S6;</u> vi. <u>SUB-S7;</u> vii. <u>SUB-S8;</u> viii. <u>SUB-S9;</u> ix. <u>SUB-S10; and</u> g. <u>There is no direct access to State Highway 53, State Highway 2, any Limited Access Road, Masterton Heavy Traffic Bypass, or the Wairarapa Railway.</u> <u>Matters of discretion:</u> 1. <u>The matters set out in Policies SUB-P1, SUB-P2, SUB-P5, and SUB-P6.</u> 2. <u>The size, design, shape, location, and layout of lots.</u> 3. <u>Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <i>waterbodies</i>, <i>indigenous vegetation</i> and biodiversity, sites and areas of significance to Māori, or archaeological sites.</u> 4. <u>The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control.</u> 5. <u>The subdivision design and layout, and the design and location of building platforms and access to minimise earthworks and land disturbance and integrate built form into the natural landform.</u> 6. <u>Provision of appropriate infrastructure and services and their design and location, including water supply (including firefighting water supply), wastewater systems, stormwater control and disposal, telecommunications and electricity in accordance with Council's engineering standards.</u> 7. <u>Separation distances, barriers, acoustic treatment, and orientation of buildings.</u> 8. <u>Energy efficiency and the ability for lots to use renewable energy.</u> 9. <u>Effects on the stability of land and <i>buildings</i>, and potential to create new or exacerbate existing <i>natural hazards</i> and the matters set out in SUB-P4.</u> 10. <u>Management of construction effects, including traffic movements, hours of operation, noise, earthworks, and erosion and sediment control.</u>
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	11. <u>Management of potential reverse sensitivity effects on lawfully established land uses such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to <i>primary production</i>, network utilities and significant hazardous facilities.</u> 12. <u>Financial contributions.</u> 13. <u>Bonds and other payments and guarantees.</u> 14. <u>The matters referred to in sections 108 and 220 of the Act.</u> <u>Notification:</u> <u>An application under this rule is precluded from being publicly notified in accordance with sections 95A of the RMA.</u>
General Rural Zone	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R4(1)(f). Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P3, SUB-P4, SUB-P5, SUB-P6, and SUB-P8. 2. The ability to achieve on-site servicing in compliance with Council's engineering standards. 3. Integration with the character and amenity of the existing township. 4. The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met. 5. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 6. Management of potential reverse sensitivity effects on existing lawfully established land uses, <u>such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to <i>primary production</i>, network utilities, or and significant hazardous facilities.</u> 7. <i>Infrastructure</i> capacity to service the site, or where Council services are not available, the ability to provide for on-site servicing. 8. The matters referred to in sections 108 and 220 of the Act.
General Rural Zone	3. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R4(1)(g). Matters of discretion:

		1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P5, and SUB-P6. 2. The effects on the safe and efficient functioning of the transport network, as evidenced by a supporting Integrated Traffic Assessment. <u>Notification: If a resource consent application is made under this rule, NZ Transport Agency if it relates to access to a State Highway, or KiwiRail if it relates to access across the Wairarapa Railway, will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is noted provided.</u>
	General Rural Zone	4. Activity status: Discretionary Where: a. Compliance is not achieved with SUB-R4(1)(ba), <u>or SUB-R4(1)(d), SUB-R4(X)(a), SUB-R4(X)(f), or SUB-R4(X)(g)</u>; and b. <u>Where the subdivision is located on highly productive land, E</u>evidence is provided that the subdivision will meet clause 3.8 <u>or 3.10</u> of the National Policy Statement for Highly Productive Land.
	General Rural Zone	5. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R4(1)(eb), <u>or (c), or (e)</u>; or b. Compliance is not achieved with SUB-R4(1)(ba) <u>or SUB-R4(X)(a)</u> and is not otherwise provided for by SUB-R4(4); <u>or</u> c. <u>Compliance is not achieved with SUB-R4(X)(b), (c), (d), or (e).</u>

SUB-R5		<i>Subdivision of a surplus residential unit</i>
	General Rural Zone	1. Activity status: Controlled Where: a. There is no more than one additional allotment created; b. The subdivision is of land around an existing lawfully established <i>residential unit</i>; c. The additional allotment is no less than 0.5ha; d. The balance area remaining from the record of title subject to subdivision is no less than 40ha;

	e. No vacant allotments are created <u>allotment vacant of a residential unit is created</u> following the <i>subdivision</i>; f. Compliance is achieved with: i. SUB-S2; ii. SUB-S3; iii. SUB-S4; iv. SUB-S5; v. SUB-S6; vi. SUB-S7; vii. SUB-S8; viii. SUB-S9; ix. SUB-S10; and g. The subdivision complies with or does not increase any existing or previously approved non-compliance with the underlying zone standards; h. There is no direct access to State Highway 53, State Highway 2, any Limited Access Road, Masterton Heavy Traffic Bypass, or the Wairarapa Railway. Matters of control: 1. The matters set out in Policies SUB-P1, SUB-P2, <u>SUB-P4</u> SUB-P5, SUB-P6, and SUB-P8. 2. The size, design, shape, location, and layout of lots. 3. Efficient use of land and compatibility with the role, function, and predominant character of the zone. 4. The subdivision layout and accessibility from and connections to surrounding neighbourhoods. 5. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <i>waterbodies</i>, <i>indigenous vegetation</i> and biodiversity, sites and areas of significance to Māori, or archaeological sites. 6. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control. 7. The subdivision design and layout, and the design and location of building platforms and access to minimise earthworks and land disturbance and integrate built form into the natural landform.
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	8. Provision of appropriate <i>infrastructure</i> and services and their design and location, including water supply (including firefighting water supply), wastewater systems, stormwater control and disposal, telecommunications and electricity in accordance with Council's engineering standards. 9. Separation distances, barriers, acoustic treatment, and orientation of buildings. 10. Fire rating of party/common walls. 11. Energy efficiency and the ability for lots to use renewable energy. 12. Effects on the stability of land and buildings, and potential to create new or exacerbate existing <i>natural hazards</i> and the matters in SUB-P4. 13. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 14. The staging of development and timing of works. 15. Management of potential reverse sensitivity effects on <u>existing lawfully established</u> land uses such as noise, odour, dust, and visual effects, including reverse sensitivity effects relating to <u>primary production</u>, <i>network utilities</i> and <i>significant hazardous facilities</i>. 16. Financial contributions. 17. Bonds and other payments and guarantees. 18. The matters referred to in sections 108 and 220 of the Act.
General Rural Zone	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R45(1)(f) or (g). Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, <u>SUB-P4</u>, SUB-P5, and SUB-P6. 2. The effects on the safe and efficient functioning of the transport network, as evidenced by a supporting Integrated Traffic Assessment.
General Rural Zone	3. Activity status: Restricted discretionary Where: a. Compliance is not achieved with SUB-R5(1)(h). Matters of discretion:

	1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P3, SUB-P4, SUB-P5, and SUB-P6. 2. The ability to achieve on-site servicing in compliance with Council's engineering standards. 3. Integration with the character and amenity of the existing township. 4. The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met. 5. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 6. Management of potential reverse sensitivity effects on existing lawfully established land uses, such as noise, odour, dust, and visual effects, including <i>reverse sensitivity effects relating to primary production, network utilities, or and significant hazardous facilities</i>. 7. <i>Infrastructure</i> capacity to service the site, or where Council services are not available, the ability to provide for on-site servicing. 8. The matters referred to in sections 108 and 220 of the Act. <u>Notification: If a resource consent application is made under this rule, NZ Transport Agency if it relates to access to a State Highway, or KiwiRail if it relates to access across the Wairarapa Railway, will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is noted provided.</u>
<u>General Rural Zone</u>	4. <u>Activity status: Restricted discretionary</u> <u>Where:</u> a. <u>Compliance is not achieved with SUB-R5(1)(e).</u> <u>Matters of discretion:</u> 1. <u>The matters set out in Policies SUB-P1, SUB-P2, SUB-P3, SUB-P4, SUB-P5, and SUB-P6.</u> 2. <u>The ability to achieve on-site servicing in compliance with Council's engineering standards.</u> 3. <u>Integration with the character and amenity of the existing township.</u> 4. <u>The effect of non-compliance with any relevant Subdivision or Zone standard that is not met, and the matters of discretion of any standard that is not met.</u>

	5. <u>Management of construction effects, including traffic movements, hours of operation, noise, earthworks, and erosion and sediment control.</u> 6. <u>Management of potential reverse sensitivity effects on existing land uses, including network utilities, or significant hazardous facilities.</u> 7. <u>Any effects to primary production and productive capacity, including any loss of highly productive land.</u> 8. <u>Infrastructure capacity to service the site, or where Council services are not available, the ability to provide for on-site servicing.</u> 9. <u>The matters referred to in sections 108 and 220 of the Act.</u>
General Rural Zone	4-5. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R5(1)(a), (b), (c), <u>or</u> (d), <u>or (e).</u>

SUB-R6	<i>Subdivision of land within or partially within hazard areas</i>
All zones	1. Activity status: <u>Controlled-Restricted Discretionary</u> Where: a. A building platform is located in a <i>low hazard area</i>. Matters of control: - The matters set out in Policies NH-P4, SUB-P1, and <u>SUB-P2, and SUB-P4.</u> - The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. - Effects on the stability of land and <i>buildings</i>, and potential to create new or exacerbate existing <i>natural hazards</i> and the matters in SUB-P4. - The subdivision design and layout, and the design and location of any <i>building</i> platforms and access to minimise <i>earthworks</i> and land disturbance and integrate built form into the natural landform. - Legal and physical access to and from lots. - Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. - The staging of development and timing of works.

		8. Management of potential reverse sensitivity effects on existing land uses. 9. Financial contributions. 10. Bonds and other payments and guarantees. 11. Where relevant, compliance with Council's engineering standards. 12. The matters referred to in sections 108 and 220 of the Act.
	All zones	2. Activity status: Discretionary Where: a. A building platform is located in a <i>moderate hazard area</i>.
	All zones	3. Activity status: Non-complying Where: a. A building platform is located in a <i>high hazard area</i>.

SUB-R7		Subdivision of land within or partially within <i>Significant Natural Areas</i>
	All zones	5. Activity status: Controlled <u>Restricted Discretionary</u> Where: a. A Conservation Lot is created that complies with the following: - the subdivision results in the whole of the area listed in SCHED5 Schedule of Significant Natural Areas being physically and legally protected in perpetuity. An agreement regarding an encumbrance, bond, consent notice, or covenant must be entered into before the issue of the Section 224 Certificate. Such an instrument is to be registered on the Record(s) of Title of the relevant lots. The covenant or encumbrance is to be prepared by a solicitor at the applicant's expense; - the covenant is to incorporate any specified protective or enhancement measures to maintain or enhance its value or physical security; - the application is to include sufficient detail for the Council to ascertain the ecological values of the area; and - the conservation lot does not need to meet the relevant minimum lot area requirements. Matters of control: 13. The matters set out in Policies SUB-P1, SUB-P2, <u>SUB-P4</u>, SUB-P5, and SUB-P6 <u>and ECO-P6</u>.

		1. The significance and values of the vegetation and habitat. 2. The extent that the subdivision provides for the protection of the Significant Natural Area, including consideration of the lot size, configuration and layout and the location of potential building platforms. 3. The measures to avoid or minimise the loss, damage, or disruption to ecological processes, functions, and integrity of the vegetation and habitat. 4. The effects of the subdivision on the significance and values of the vegetation and habitat, including potential cumulative effects. 5. The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. 6. Legal and physical access to and from lots. 7. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 8. The staging of development and timing of works. 9. Management of potential reverse sensitivity effects on existing land uses. 10. Financial contributions. 11. Bonds and other payments and guarantees. 12. Where relevant, compliance with Council's engineering standards. 13. Effects on the stability of land and buildings, and potential to create new or exacerbate existing <i>natural hazards</i>, and the matters in SUB-P4. 14. The matters referred to in sections 108 and 220 of the Act.
	All zones	6. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R7(1).

SUB-R8		Subdivision of land containing a scheduled heritage building or item, or of land within a scheduled heritage precinct
	All zones	1. Activity status: Restricted discretionary Matters of discretion: 1. The matters set out in Policy HH-P11, HH-P12, SUB-P1, and SUB-P2, and SUB-P3.

	2. Protection, maintenance, or enhancement of natural features and landforms, historic heritage, <u>waterbodies, indigenous vegetation and biodiversity</u>, sites <u>and areas</u> of significance to Māori, or archaeological sites. 3. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided. 4. The subdivision design and layout, and the design and location of any <i>building</i> platforms and access to minimise <i>earthworks</i> and land disturbance. 5. The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. 6. Legal and physical access to and from lots. 7. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 8. The staging of development and timing of works. 9. Management of potential reverse sensitivity effects on existing land uses. 10. Financial contributions. 11. Bonds and other payments and guarantees. 12. Where relevant, compliance Council's engineering standards. 13. The matters referred to in sections 108 and 220 of the Act.
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SUB-R9	Subdivision of land containing a notable tree
All zones	1. Activity status: Restricted discretionary Matters of discretion: 1. The matters set out in Policies TREE-P4, SUB-P1, and SUB-P2. 2. Protection, maintenance, or enhancement of natural features, landforms, and-notable trees, <u>historic heritage, waterbodies, indigenous vegetation and biodiversity, sites and areas of significance to Māori, or archaeological sites</u>. 3. The measures to avoid, remedy, or mitigate any adverse effects on any notable trees on the land being subdivided. 4. The subdivision design and layout, and the design and location of any <i>building</i> platforms and access to minimise <i>earthworks</i> and land disturbance.

	5. The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. 6. Legal and physical access to and from lots. 7. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 8. The staging of development and timing of works. 9. Management of potential reverse sensitivity effects on existing land uses. 10. Financial contributions. 11. Bonds and other payments and guarantees. 12. Where relevant, compliance Council's engineering standards. 13. The matters referred to in sections 108 and 220 of the Act.
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SUB-R10	<i>Subdivision of land creating new vested roads</i>
All Zones	1. Activity status: Restricted discretionary Matters of discretion: 1. The matters set out in Policies SUB-P1 and SUB-P2. 2. The road reserve width is sufficient to enable a road to be formed in accordance with the relevant standards set out in TR – Transport. 3. The effect of non-compliance with any relevant Subdivision or Transport standard that is not met, and the matters of discretion of any standard that is not met. 4. Legal and physical access to and from lots. 5. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 6. The staging of development and timing of works. 7. Management of potential reverse sensitivity effects on existing land uses. 8. Financial contributions. 9. Bonds and other payments and guarantees. 10. Where relevant, compliance with Council's engineering standards. 11. The matters referred to in sections 108 and 220 of the Act.

SUB-R11	Subdivision of land in the <i>National Grid</i> <u>Subdivision</u> Corridor
All zones	1. Activity status: Restricted discretionary Where: a. All resulting allotments, except allotments for access or a public work, demonstrate that they are capable of locating a <i>building</i> platform for the principal building and any <i>residential unit</i> or <i>sensitive activity</i> outside of the <i>National Grid yard</i>; and b. Vehicle access to <i>National Grid</i> assets is maintained. Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, and the relevant policies in the NU - Network Utilities chapter. 2. The extent to which the subdivision allows for <i>earthworks</i>, <i>buildings</i>, and <i>structures</i> to comply with the safe distance requirements of the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001). 3. The provision for the on-going efficient operation, maintenance, development, and upgrade of the <i>National Grid</i>, including the ability for continued reasonable access to existing transmission lines for maintenance, inspections, and upgrading. 4. The extent to which potential adverse effects (including visual and reverse sensitivity effects) are mitigated through the location of <i>building</i> platforms. 5. The extent to which the design and construction of the subdivision allows for activities to be setback from the <i>National Grid</i> to ensure adverse effects on, and from, the <i>National Grid</i> and on public safety and property are appropriately avoided, remedied, or mitigated, for example, through the location of roads and reserves under the transmission lines. 6. The nature and location of any proposed vegetation to be planted in the vicinity of the <i>National Grid</i>. 7. The outcome of any consultation with Transpower. 8. The extent to which the subdivision plan clearly identifies the <i>National Grid</i> and proposed <i>building</i> platforms. 9. The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. 10. Legal and physical access to and from lots.

	11. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 12. The staging of development and timing of works. 13. Financial contributions. 14. Bonds and other payments and guarantees. 15. Where relevant, compliance with Council's engineering standards. 16. The matters referred to in sections 108 and 220 of the Act.
All zones	2. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R11(1). Notification: An application for resource consent under this rule is precluded from public notification. Limited notification must at least include notice of the application to Transpower.

SUB-R12	<i>Subdivision within the Coastal Environment</i>
<u>Settlement Zone</u>	<u>X. Activity status: Controlled</u> <u>Where:</u> a. <u>A proposed <i>building</i> platform is identified for each proposed allotment that is capable of accommodating a <i>building</i> that complies with the permitted activity standards of the Settlement Zone; and</u> b. <u>A building platform is not located in an area of Outstanding Natural Character, Very High and High Natural Character, or Foreshore Protection Area.</u> <u>Matters of control:</u> 1. <u>The matters set out in Policies SUB-P1, SUB-P2, SUB-P6, SUB-P8, and the policies of the CE - Coastal Environment chapter.</u> 2. <u>Protection, maintenance, or enhancement of natural features and landscapes, historic heritage, waterbodies, indigenous vegetation and biodiversity, sites and areas of significance to Māori, or archaeological sites.</u> 3. <u>The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control.</u> 4. <u>The subdivision design and layout, and the design and location of any <i>building</i> platforms and access to</u>

	<u>minimise <i>earthworks</i> and land disturbance and integrate built form into the natural landform.</u> 5. <u>The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met.</u> 6. <u>Legal and physical access to and from lots.</u> 7. <u>Management of construction effects, including traffic movements, hours of operation, noise, earthworks, and erosion and sediment control.</u> 8. <u>The staging of development and timing of works.</u> 9. <u>Management of potential reverse sensitivity effects on existing land uses.</u> 10. <u>Financial contributions.</u> 11. <u>Bonds and other payments and guarantees.</u> 12. <u>Where relevant, compliance with Council's engineering standards.</u> 13. <u>The matters referred to in sections 108 and 220 of the Act.</u>
<u>General Rural Zone</u> <u>Māori Purpose Zone</u> <u>Natural Open Space Zone</u> <u>Open Space and Recreation Zones</u> All zones	1. Activity status: Restricted discretionary Where: a. A proposed <i>building</i> platform is identified for each proposed allotment that is capable of accommodating a <i>building</i> that complies with the permitted activity standards of the underlying zone; <u>and</u> b. A building platform is not located in an area of <i>Outstanding Natural Character, Very High and High Natural Character</i>, or <i>Foreshore Protection Area</i>; <u>and</u> c. Any allotment created must have a minimum allotment size of 40ha. Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, SUB-P6, SUB-P8, and the policies of the CE - Coastal Environment chapter. 2. Protection, maintenance, or enhancement of natural features and <u>landscapes landforms</u>, historic heritage, <u>waterbodies, indigenous vegetation and biodiversity, natural character, sites and areas</u> of significance to Māori, or archaeological sites. 3. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control. 4. The subdivision design and layout, and the design and location of any <i>building</i> platforms and access to

	minimise <i>earthworks</i> and land disturbance and integrate built form into the natural landform. 5. The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. 6. Legal and physical access to and from lots. 7. Management of construction effects, including traffic movements, hours of operation, noise, earthworks, and erosion and sediment control. 8. The staging of development and timing of works. 9. Management of potential reverse sensitivity effects on existing land uses. 10. Financial contributions. 11. Bonds and other payments and guarantees. 12. Where relevant, compliance with Council's engineering standards. 13. The matters referred to in sections 108 and 220 of the Act.
All zones	3. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R12(1) <u>or (2)</u>.

SUB-R13	<i>Subdivision within Outstanding Natural Feature and Landscape</i>
All Zones	1. Activity status: Restricted discretionary Where: a. A proposed building platform is identified for each proposed allotment that is capable of accommodating a <i>building</i> that complies with the permitted activity standards of the General Rural Zone; and b. Any allotments created has a minimum allotment size of 40ha. Matters of discretion: 1. The matters set out in Policies SUB-P1, SUB-P2, and the policies of the NFL - Natural Features and Landscapes chapter. 2. Protection, maintenance, or enhancement of natural features and land <u>scapes</u>, <u>indigenous vegetation and biodiversity</u>, historic heritage, <u>sites and areas</u> of significance to Māori, or archaeological sites.

		3. The measures to avoid, remedy, or mitigate any adverse effects on any cultural, spiritual and/or heritage values, interests, or associations of importance to Māori that are associated with the land being subdivided, including weed and pest control. 4. The subdivision design and layout, and the design and location of any <i>building</i> platforms and access to minimise <i>earthworks</i> and land disturbance and integrate built form into the natural landform. 5. The effect of non-compliance with any relevant Subdivision or Overlay standard that is not met, and the matters of discretion of any standard that is not met. 6. Legal and physical access to and from lots. 7. Management of construction effects, including traffic movements, hours of operation, noise, <i>earthworks</i>, and erosion and sediment control. 8. The staging of development and timing of works. 9. Management of potential reverse sensitivity effects on existing land uses. 10. Financial contributions. 11. Bonds and other payments and guarantees. 12. Where relevant, compliance with Council's engineering standards. 13. The matters referred to in sections 108 and 220 of the Act.
	All Zones	2. Activity status: Non-complying Where: a. Compliance is not achieved with SUB-R13(1).

SUB-R14	Subdivision of land containing a site or area of significance to Māori listed in SCHED4 Sites and Areas of Significance to Māori
All zones	1. Activity status: Discretionary

Standards

SUB-S1	Minimum <i>allotment</i> size	
All zones 1. All allotments created must comply with the minimum allotment size set out in SUB - Table 1: Minimum allotment size.	Matters of discretion: Not applicable.	
SUB-S2	Building platforms	
Residential Zones, Rural Zones, Commercial and Mixed Use Zones, General Industrial Zone 1. All allotments created shall contain a <i>building</i> platform that is free of any land used for access, wastewater disposal, or stormwater management purposes, and complies with the relevant performance standards of the underlying zone.	Matters of discretion: 1. The relevant matters of discretion the underlying zone standard(s) that is/are not complied with. 2. Whether a smaller <i>building</i> platform is practicably feasible, which should be shown via detailed design of the proposed <i>residential unit</i>.	
SUB-S3	Drinking water supply	
General Residential Zone, Commercial and Mixed Use Zones, General Industrial Zone 1. All new allotments must be provided with a connection to Council's reticulated water supply systems at the allotment boundary, which shall be in accordance with Council's engineering standards. Settlement Zone 2. Where a connection to the Council's reticulated water supply system is available, all new allotments must be provided with a connection at the allotment boundary, which shall be in accordance with Council's engineering standards. 3. Where a connection to the Council's reticulated water supply system is unavailable, all new allotments must be provided with access to a self-sufficient potable	Matters of discretion: 1. The suitability of any alternative servicing and infrastructure options considering the underlying zoning of the site. 2. The relevant standards of Council's water bylaws and/or Wellington Water standards as applicable.	

water supply, which shall be in accordance with Council's engineering standards. Rural Zones 4. Where a connection to Council's reticulated water systems is unavailable, all new allotments must be provided with access to a self-sufficient potable water supply, which shall be in accordance with Council's engineering standards.	
SUB-S4	Wastewater disposal
General Residential Zone, Commercial and Mixed Use Zones, General Industrial Zone 1. All new allotments must be provided with a connection to Council's reticulated wastewater systems at the allotment boundary, which shall be in accordance with Council's engineering standards. Settlement Zone 2. Where a connection to Council's reticulated wastewater systems is available, all new allotments must be provided with a connection at the allotment boundary, which shall be in accordance with Council's engineering standards. 3. Where a connection to Council's reticulated wastewater systems is not available, all allotments must be provided with an on-site wastewater system, or an approved alternative means to dispose of sewage in a sanitary manner within the net site area of the allotment in accordance with Council's engineering standards. 4. Where a connection to Council's reticulated wastewater systems is not available and sewage is to be disposed to	Matters of discretion: 1. The suitability of any alternative servicing and infrastructure options considering the underlying zoning of the site. 2. The relevant standards of Council's water bylaws and/or Wellington Water standards as applicable.

ground, that area must not be subject to instability, slippage, or inundation, or used for the disposal of stormwater. Rural Zones 5. Where a connection to Council's reticulated wastewater systems is available, all new allotments must be provided with a connection at the allotment boundary, which shall be in accordance with <i>Council Engineering Standards</i>. 6. Where a connection to Council's reticulated wastewater systems is not available, all allotments must be provided with an on-site wastewater system or an approved alternative means to dispose of sewage in a sanitary manner within the net site area of the allotment in accordance with <i>Council Engineering Standards</i> in Masterton and Carterton districts, or Wellington Water Standards in South Wairarapa district.	
SUB-S5	Stormwater management
Residential Zones, Commercial and Mixed Use Zones, General Industrial Zone, and Rural Zones 1. All allotments must provide the means for treatment, catchment, and disposal of stormwater from all impervious or potentially impervious surfaces, including, but not limited, to structures, compacted soils and sealed surfaces, which shall be in accordance with Council's engineering standards. 2. Where a connection to Council's stormwater management systems is available, all new allotments must be provided with a connection at the allotment boundary, which shall be in	Matters of discretion: 1. The suitability of any alternative servicing and infrastructure options considering the underlying zoning of the site. 2. The relevant standards of Council's water bylaws and/or Wellington Water standards as applicable.

accordance with Council's engineering standards. 3. Where the means of stormwater disposal is to ground, that area must be able and suitable to accommodate the stormwater discharge, and shall not be subject to instability, slippage, or inundation, or used for the disposal of wastewater.	
SUB-S6	Network utility services
Residential Zones, Commercial and Mixed Use Zones, General Industrial Zone, and Rural Zones 1. Electricity and telecommunications services shall be provided to the useable area of each new lot where power <u>electricity lines</u> and telecommunications lines pass within 200m of any boundary of any new lot.	Matters of discretion: 1. Alternative provision of power <u>electricity</u> supply and telecommunications.
SUB-S7	Transport, access, and connectivity
All Zones 1. All new allotments created must have legal and physical access to a road in accordance with <u>TR-R1(1)</u> and the relevant standards <u>TR-S1 – TR-S28</u> in TR - Transport.	Matters of discretion: 1. The effect of non-compliance with any relevant Transport standard that is not met, and the matters of discretion of any standard that is not met. 2. The safe, efficient, and effective functioning of any private way, including firefighting access and the safety of pedestrians and cyclists, including road hierarchy, intersection separations, and types. 3. The safe, efficient, and effective functioning of the transport network and its connectivity, including public transport, cyclist and pedestrian network connectivity. 4. Safety of access to individual lots, including proximity of vehicle crossings to

	intersections and sight distance constraints. 5. The suitability of any alternative design options.
SUB-S8	<i>Esplanade reserves, esplanade strips, and access strips</i>
All Zones - Any subdivision of land less than 4ha that involves the creation of one or more sites that adjoins: - the line of MHWS; or - the bank of a lake or a river whose bed has an average width of 3m or more; must provide a minimum 10m wide <i>esplanade reserve</i> or <i>esplanade strip</i> in accordance with section 230 of the RMA. - The <i>esplanade reserve</i> or <i>esplanade strip</i> must be measured in a landward direction at 90° to the line of MHWS, or the bank of a river. - Any subdivision of land less than 4ha that involves the creation of one or more sites that includes, adjoins, and/or can provide improved public access to a: <i>Significant Waterbody</i>; - heritage feature or site of significance to Māori; or - significant natural area; shall provide a minimum 10m wide access strip.	Matters of discretion: - Whether safe public access and recreational use is already possible and can be maintained for the future. - Whether an <i>esplanade strip</i> would better provide for public and customary access, recreation, hazard management, stormwater management, and ecological values. - The extent to which ecological values and landscape features of the land adjoining the coast or other <i>surface waterbody</i> will be adversely affected. - The extent to which any scheduled historic heritage places and sites and areas of significance to Māori will be adversely affected. - Whether any reduced width of an <i>esplanade reserve</i> or <i>strip</i> is sufficient to manage the risk of adverse effects resulting from natural hazards, taking into account the likely long-term effects of climate change. - Whether a full-width <i>esplanade reserve</i> or <i>esplanade strip</i> is not required to maintain the natural character and amenity of the coastal environment. - Whether a reduced width in certain locations is offset by an increase in width in other locations or areas that would result in a positive public benefit, in terms of public and customary access, recreation, hazard

	management, stormwater management, and ecological values. 8. <u>The extent to which the water quality of a surface waterbody will be adversely affected.</u>
SUB-S9	Financial contributions
<u>All Zones</u> 1. <u>Financial contributions must be provided in accordance with the provisions of the FC - Financial Contributions Chapter.</u> Note: This Draft District Plan does not contain financial contribution provisions. The Councils have been reviewing different approaches for financial contributions. Specific consultation on financial contributions is proposed in 2023 and will be considered during the next phase in preparing the Proposed District Plan.	<u>Matters of discretion:</u> 1. <u>Refer to FC-Financial Contributions Chapter.</u>
SUB-S10	Firefighting water supply
All Zones 1. All new allotments <u>accommodating existing or proposed dwellings</u> must comply with the water supply requirements in the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.	Matters of discretion: 1. Alternative means of providing an adequate water supply for firefighting purposes.

SUB - Table 1 Minimum allotment sizes

Residential Zones	
GRZ: General Residential Zone	350m ² with an average of 400m ² for subdivisions creating 3 or more lots
LDRP: Low Density Residential Precinct	400m ² with an average of 500m ² for subdivisions creating 3 or more lots
MDRP: Medium Density Residential Precinct	200m ²
SETZ: Settlement Zone	Masterton District (outside the Riversdale Terraces Precinct): 400m² Masterton District (within the Riversdale Terraces Precinct): 1000m² provided that the average allotment size in the precinct is no less than 1200m² South Wairarapa District: 1,000m²
Rural Zones	
GRUZ: General Rural Zone	40ha excluding sites within the Martinborough Soils Overlay
	6 ha on sites within the Martinborough Soils Overlay
RLZ: Rural Lifestyle Zone	0.5 1ha
Commercial and Mixed Use Zones	
NCZ: Neighbourhood Centre Zone	No minimum lot size
TCZ: Town Centre Zone	No minimum lot size
MUZ: Mixed Use Zone	No minimum lot size
Industrial Zones	
GIZ: General Industrial Zone	No minimum lot size
Open Space and Recreation Zones	
NOSZ: Natural Open Space Zone	No minimum lot size
OSZ: Open Space Zone	No minimum lot size

SARZ: Sport and Active Recreation Zone	No minimum lot size
Special Purpose Zones	
MPZ: Māori Purpose Zone	No minimum lot size
FUZ: Future Urban Zone	40ha with 20ha balance lot.

FC – Financial Contributions

As further subdivision occurs and new activities are established within the Wairarapa, the existing *infrastructure*, reserves and *community facilities* come under pressure. Financial contributions are a way of ensuring that the adverse effects from subdivision and development on the environment or on community resources are minimised, including ways of offsetting any adverse effects with a contribution toward environmental improvements. Such contributions can be in the form of money, land, works or services and may include the provision of roads and services, vesting of land for reserves or upgrades to community facilities.

Financial contributions for subdivision and land use activities may include the costs of upgrading and expanding community works and services as a result of the proposal, including (but not limited to) roads, water supplies, and the disposal of wastewater and stormwater.

Financial contributions are calculated in accordance with requirements and formulae set out in the District Plan. To ensure financial contributions reflect actual costs, Councils are able to review and update the actual amounts payable for the share cost contributions and district-wide contributions each year through the Long Term Plan or Annual Plan process under the Local Government Act. In setting the actual amounts, the Councils are aware that financial contributions may cumulatively impact on the community because the amounts may be so high as to act as a disincentive to growth. Whilst the Councils' funding policies are based on cost recovery, there needs to be flexibility to cater for situations where the pursuit of such policy is not in the wider community interest and where application of the funding policy is shown not to be fair or reasonable in particular circumstances.

This section of the District Plan sets out the requirements for financial contributions, either as a standard of a permitted activity, or a condition of land use or subdivision consent. If a subdivider or developer did not consider the level of financial contribution was appropriate, they could apply to Council through a resource consent to reduce or waive the financial contribution.

Objectives

FC-O1	<i>Infrastructure</i> meets additional demand
Maintain sustainable and efficient <i>infrastructure</i> , reserves and <i>community facilities</i> to meet the additional demand generated by subdivision and development and to avoid, remedy, or mitigate adverse effects on the environment.	

FC-O2	Servicing subdivision and development
Ensure that subdivision and development is appropriately serviced by <i>infrastructure</i> , reserves and <i>community facilities</i> to provide for the likely or anticipated use of the land and that the costs of this <i>infrastructure</i> , reserves and <i>community facilities</i> is fairly and equitably funded.	

Policies

FC-P1	Full costs for required <i>infrastructure</i> for subdivision and development
Require subdividers and developers to meet the full costs of new water, wastewater, stormwater and transport <i>infrastructure</i> associated with the subdivision and development, including linkages and the costs of local upgrading of <i>infrastructure</i> , where the new <i>infrastructure</i> is required to solely serve the proposed subdivision or activity.	
FC-P2	Proportional costs for existing <i>infrastructure</i>
Require subdividers and developers to contribute towards any previous upgrading of water, wastewater, stormwater and transport <i>infrastructure</i> when a subdivision or development will utilise excess capacity.	
FC-P3	Proportional costs for new <i>infrastructure</i>
Where additional capacity of water, wastewater, stormwater and transport <i>infrastructure</i> is needed to mitigate the adverse effects of a subdivision or development, require subdividers or developers to meet the proportion of these costs generated by the subdivision or development.	
FC-P4	District-wide contribution for <i>infrastructure</i>
Require subdividers and developers to make a fair and equitable contribution towards water, wastewater, stormwater and transport <i>infrastructure</i> to mitigate the cumulative adverse effects on <i>infrastructure</i> to ensure the level of service meets the needs of future occupants and does not adversely affect the level of service for existing users.	
FC-P5	District-wide contribution for reserves and community facilities
Require subdividers and developers to pay a fair and reasonable share of the costs of purchasing land for reserves and <i>community facilities</i> or upgrading existing reserves and <i>community facilities</i> .	

FC-P6	Annual review of district-wide contributions
Provide for an annual review of the level of district-wide water, wastewater, stormwater and transport infrastructure financial contributions through the Long Term Plan or Annual Plan process. This review will consider the actual cost of this <i>infrastructure</i>, and adjustment factor to ensure subdividers and developers pay a fair and reasonable share of the cost of new and upgraded infrastructure.	

Rules

No district-wide infrastructure or reserve financial contributions are payable for the following activities:

- a. Additions and alterations to residential units;
- b. A residential unit replacing one previously on the site;
- c. Accessory buildings;
- d. Boundary adjustment subdivision;
- e. An additional allotment solely for a network utility;
- f. An additional allotment containing land set aside for ecological, historic heritage or cultural protection in perpetuity;
- g. Where a contribution for the same purpose has already been made at the time of subdivision creating that lot; or
- h. Where a development contribution for the same purpose has been made under the relevant Council's Long Term Plan.

FC-R1	Any land use activity or subdivision of land
All zones	1. Activity status: Permitted Where: a. Compliance is achieved with: i. FC-S1; ii. FC-S2; and iii. FC-S3.
All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with FC-R1(1). Matters of discretion:

	1. The matters of discretion listed against those standards for which compliance is not achieved.
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Standards

Reserve Contributions		
FC-S1	Contribution amount, circumstances, purpose and timing	
All Zones	1. Amount of contribution: a. For subdivision in Residential, Commercial and Mixed Use, and Industrial Zones, a district-wide reserve contribution of 3% of the value of the additional allotments created by a subdivision (plus GST); b. For subdivision in Rural, Open Space and Recreation, and Māori Purpose Zones, a district-wide reserve contribution of 2% of the value of the additional allotments created by a subdivision (plus GST). The maximum amount of the sum of this district-wide reserve contribution and district-wide transport contribution is \$20,000 (plus GST) per allotment. This maximum amount will be adjusted on the 1st July each year based on the BERL Local Government Cost Index. The adjusted maximum amount will be confirmed each year through the Long Term Plan or Annual Plan process and included in the Schedule of Fees and Charges; or c. For land use in all zones, a district-wide reserve contribution of 1% of the value of each additional residential unit (plus GST). 2. Form of contribution:	Matters of discretion: (The Council will have regard to the following matters when assessing a remission or waiver of reserve contribution) 1. The purpose of the contribution and the activity's impacts on the reserve network and the cost to the relevant Council to avoid, remedy, or mitigate these impacts. 2. Measures proposed by the developer to enhance an existing reserve or the open space of the locality. 3. Other methods proposed by the developer to avoid, remedy or mitigate any adverse effects on the reserve network. 4. Whether any contribution had been previously made towards the establishment or upgrade of the reserve network.

	a. Cash or land or both. If the reserve contribution is in the form of land which is acceptable to Council, the value of the land to be vested as reserve shall be established on the basis of a registered valuer's report. Registered valuer's reports shall be produced at the consent holder's cost and be no older than 3 months at the time the contribution is paid. 3. Timing of contribution: a. For subdivision resource consents, contributions shall be made prior to the issuance of the Certificate under Section 224 of the Resource Management Act 1991; b. For land use resource consents, contributions shall be payable as and when required by any condition of that consent; c. For permitted activities involving construction of a residential unit, contributions shall be made prior to the issuance of the Code of Compliance Certificate for the Building Consent. Note: The purpose of these contributions is for purchasing land for reserves and <i>community facilities</i> or upgrading existing reserves and <i>community facilities</i>. Note: Reserve contributions may be imposed in the following circumstances: a. As a condition of subdivision consent; b. As a condition of a land use consent;	
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	c. As a standard of a permitted land use activity for an additional residential unit.	
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Water, Wastewater and Stormwater Infrastructure Contributions		
FC-S2	Contribution amount, circumstances, purpose and timing	
All Zones	1. Amount of contribution: - The full actual cost of the water supply, wastewater and stormwater system to the subdivision or development; and - The full actual cost of all necessary water supply, wastewater and stormwater system within the subdivision or development for each <i>allotment, site or building</i>; and - The full actual cost of connections between the water supply, wastewater or stormwater system in the subdivision or development and the Council's water supply, wastewater and stormwater disposal system; and - The actual cost of upgrading of any existing Council water supply, wastewater or stormwater system to the extent that it is necessary to service the subdivision or development; and - A share of the cost of the existing water supply, wastewater or stormwater system where additional capacity has been created in anticipation of future development. The share will be calculated on the proportion of the additional capacity required to serve the development based on the following formula;	Matters of discretion: (The Council will have regard to the following matters when assessing a remission or waiver of infrastructure contribution) - Whether any allotment or any part of the development is proposed to be connected to water supply, wastewater and stormwater infrastructure. - The effect of the proposed subdivision or development on the infrastructure and the cost to the relevant Council to avoid, remedy, or mitigate these impacts. - Measures proposed by the developer to upgrade any existing infrastructure. - Whether any contribution had been previously made towards the establishment or upgrade of the infrastructure.

	i. Contribution = $N \times (Uc \div L)$ Where: N = The number of new allotments/residential units created in the subdivision or development Uc = Upgrade cost of the system as determined by Council L = Number of new allotments/residential units to be served by the upgrade Note: These share contributions can be location specific. Where these share contributions have been calculated, these contributions may be included in the Schedule of Fees and Charges in each Council's Long Term Plan or Annual Plan; and f. A share of the cost of new water supply, wastewater or stormwater system or upgraded water supply, wastewater or stormwater system where additional capacity will be required by the cumulative effects of an area's development – the share will be calculated on the proportion of the additional capacity required by the development based on the following formula; i. Contribution = $N \times (Uc \div L)$ Where: N = The number of new allotments/residential units created in the subdivision or development Uc = New/upgrade cost of the system as determined by Council L = Number of new allotments/residential units to be served by the upgrade Note: These share contributions can be location specific. Where these share contributions have been	
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	calculated, these contributions may be included in the Schedule of Fees and Charges in each Council's Long Term Plan or Annual Plan; and g. A district-wide infrastructure contribution based on the following formula: i. Contribution = $R_{ws} + R_{ww} + R_{sw}$ Where: R_{ws} = \$ Value of water supply asset ÷ Number of rateable units charged the urban water supply rate R_{ww} = \$ Value of wastewater asset ÷ Number of rateable units charged the wastewater disposal rate R_{sw} = \$ Value of stormwater asset ÷ Number of rateable units charged for stormwater rate The formula above is calculated annually based on the latest valuation of the asset and number of rateable units as at 1 July. Council may apply an adjustment factor to provide a discount to the level of contribution charged. The purpose of the adjustment factor is to enable each Council to annually adjust the level of the contribution in response to the level of development activity within the District. The adjustment factor and the contribution amounts are set annually through the Long Term Plan or Annual Plan process and advertised through the Schedule of Fees and Charges. The district-wide infrastructure contribution is to be applied per connection and based on a Residential	
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	Unit Equivalent Unit (RUE), which is the demand from an average residential home. The demand for an RUE is based 1,000L per day of water and 600L per day of wastewater. For residential units, the district-wide infrastructure contribution will be based on following RUE: • Studio and 1 bedroom units = 0.4 RUE • 2 bedroom units = 0.75 RUE • 3+ bedroom units = 1 RUE For non-residential uses, the district-wide infrastructure contribution will be assessed as a proportion of the demand to a RUE. This assessment will depend on floor size, type of business, and demand and intensity of use for infrastructure. 2. Form of contribution: a. Cash or works or both. 3. Timing of contribution: a. For subdivision resource consents, contributions shall be made prior to the issuance of the Certificate under Section 224 of the Resource Management Act 1991; b. For land use resource consents, contributions shall be payable as and when required by any condition of that consent; c. For permitted activities involving construction of a building, contributions shall be made prior to the issuance of the Code of	
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	Compliance Certificate for the Building Consent. Note: The purpose of these contributions is to: a. Provide a supply of potable water for the estimated domestic and commercial/industrial consumption, and for firefighting. b. Maintain the health and amenity of inhabitants or occupants and to protect the environment from inappropriate disposal of wastewater. c. Prevent damage to or loss of property or amenity from the run-off of stormwater. Note: Water, wastewater and stormwater infrastructure contributions may be imposed in the following circumstances: a. As a condition of subdivision consent where it connects to Council's water, wastewater and stormwater infrastructure; b. As a condition of a land use consent where it connects to Council' water, wastewater and stormwater infrastructure; c. As a standard of a permitted land use activity where it connects to Council's water, wastewater and stormwater infrastructure.	
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Transport Contributions		
FC-S3	Contribution amount, circumstances, purpose and timing	
All Zones	1. Amount of contribution: - The full actual cost of the roads, accessways, vehicle crossings, parking and loading areas to the subdivision or development; and - The full actual cost of all necessary roads, accessways, vehicle crossings, parking and loading areas within the subdivision or development for each allotment, site or building; and - The full actual cost of connections between roads, accessways, vehicle crossings, parking and loading areas in the subdivision or development and the Council's <i>transport network</i>; and - The actual cost of upgrading of any existing roads, accessways, vehicle crossings, parking and loading areas to the extent that it is necessary to service the subdivision or development; and - A share of the cost of the existing roads, accessways, vehicle crossings, parking and loading areas where additional capacity has been created in anticipation of future development. The share will be calculated on the proportion of the additional capacity required to serve the development based on the following formula; Contribution = N x (Uc ÷ L) Where: N = The number of new allotments/residential units created in the subdivision or development	Matters of discretion: (The Council will have regard to the following matters when assessing a remission or waiver of transport contribution) - The activity's impacts on the <i>transport network</i> and the cost to the relevant Council to avoid, remedy, or mitigate these impacts. - Measures proposed by the developer to improve the existing <i>transport network</i>. - Other methods proposed by the developer to avoid, remedy or mitigate any adverse effects on the <i>transport network</i>. - Whether any contribution had been previously made towards the establishment or upgrade of the <i>transport network</i>.

	Uc = Upgrade cost of the system as determined by Council L = Number of new allotments/residential units to be served by the upgrade Note: These share contributions can be location specific. Where these share contributions have been calculated, these contributions may be included in the Schedule of Fees and Charges in each Council's Long Term Plan or Annual Plan; and f. A share of the cost of new roads, accessways, vehicle crossings, parking and loading areas or upgraded roads, accessways, vehicle crossings, parking and loading areas where additional capacity will be required by the cumulative effects of an area's development – the share will be calculated on the proportion of the additional capacity required by the development based on the following formula; i. Contribution = N x (Uc ÷ L) Where: N = The number of new allotments/residential units created in the subdivision or development Uc = New/upgrade cost of the system as determined by Council L = Number of new allotments/residential units to be served by the upgrade Note: These share contributions can be location specific. Where these share contributions have been calculated, these contributions may be included in the Schedule of	
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	Fees and Charges in each Council's Long Term Plan or Annual Plan; and g. For subdivision in Residential, Commercial and Mixed Use, and Industrial Zones, a district-wide transport contribution of 3% of the value of the additional allotments created by a subdivision (plus GST); h. For subdivision in Rural, Open Space and Recreation, and Māori Purpose Zones, a district-wide transport contribution of 3% of the value of the additional allotments created by a subdivision (plus GST). The maximum amount of the sum of this district-wide reserve contribution and district-wide transport contribution is \$20,000 (plus GST) per allotment. This maximum amount will be adjusted on the 1st July each year based on the BERL Local Government Cost Index. The adjusted maximum amount will be confirmed each year through the Long Term Plan or Annual Plan process and included in the Schedule of Fees and Charges; or i. For land use in all zones, a district-wide transport contribution of 1% of the value of each additional residential unit (plus GST) or value of residential unit equivalent for non-residential activities. 2. Form of contribution: a. Cash, works or land or combination. 3. Timing of contribution: a. For subdivision resource consents, contributions shall be made prior to the issuance of the Certificate under	
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	Section 224 of the Resource Management Act 1991; b. For land use resource consents, contributions shall be payable as and when required by any condition of that consent; c. For permitted activities involving construction of a building, contributions shall be made prior to the issuance of the Code of Compliance Certificate for the Building Consent. Note: The purpose of the transport infrastructure contributions are to provide for a well-connected, integrated, safe and accessible <i>transport network</i>. Note: Transport infrastructure contributions may be imposed in the following circumstances: a. As a condition of subdivision consent; b. As a condition of a land use consent; c. As a standard of a permitted land use activity.	
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TR – Transport

An efficient and effective transport network is critical to the functioning and economic support of the Wairarapa, to convey people, goods, and services in a safe and effective manner by any mode of transport. The Wairarapa's land transport network comprises state highways, roads, pedestrian and cycle networks, public transport facilities, and the rail network.

The District Plan seeks to ensure that activities generate a type or level of traffic that is compatible with the roads they are located on. It also seeks to ensure that on-site transport facilities such as vehicle crossings, parking, manoeuvring, loading, and cycle facilities are appropriately located, designed, and linked to the transport network to ensure the safety and efficiency of the transport network and people's health and wellbeing.

Activities that generate high volumes of traffic may have significant adverse effects on the transport network and adversely affect the amenity of adjacent land use activities. As such, high traffic generating activities warrant case-by-case management and assessment. The cumulative effects of less intensive activities also need to be carefully managed.

The rail corridor is also a key part of the Wairarapa's transport network and is anticipated to increase in importance over the life of the plan, and therefore its efficient, effective, and safe operation must be protected from potential adverse effects of activities, such as road crossings.

Hood Aerodrome is a strategic component of the Wairarapa aviation industry, and the Transport chapter includes controls to manage the height of structures and trees within the *Obstacle Limitation Surface* for safety within flight paths.

The Transport Chapter contains provisions that deal with on-site transport facilities and access, the operation, maintenance and repair of the transport network, and the effects of high traffic generating activities. Provisions addressing noise related reverse sensitivity effects on the State Highway and Hood Aerodrome are in the Noise Chapter.

The zoning applying to roads and railway corridor is the same zone as the land nearest to each point in the road and railway corridor. Where the zone is different either side of the road or railway corridor, then the boundary between the zones is the centreline of the road or railway corridor.

Unless otherwise specified in the District Plan, the Transport rules apply to all activities. Activities are subject to compliance with all relevant Transport rules. Where activities meet the specific standards and thresholds set out in this chapter, the transportation component of the activity will be permitted. Activities that do not meet the standards or which generate higher amounts of traffic than permitted by the provisions in this chapter will require resource consent.

There may be a number of objectives, policies and rules that apply to an activity, building, structure, or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required

under each relevant rule. The steps to determine the status of an activity are set out in the General Approach section in the How the Plan Works chapter.

Objectives

TR-O1	Well-connected, integrated, safe, and accessible transport network
The transport network is a well-connected, integrated, safe, and accessible system that: a. meets and is responsive to current and future needs; b. is efficient and effective in transporting people, goods, and services by all transport modes; c. supports healthy and liveable communities with a variety of transport options that are accessible; d. integrates with subdivision, land use, and development; e. supports transport mode options to increase the use and accessibility of public transport, walking, and cycling and reduces dependency on private motor vehicles where that is, or can be made, practicable and safe; and f. enables emergency service vehicles to respond to emergency call outs effectively and efficiently.	
TR-O2	Adverse effects of the transport network
Adverse effects <u>on the environment</u> from the construction, operation, maintenance, and development of the transport network are avoided, remedied, or mitigated.	
TR-O3	Effects of activities on the transport network
The safe, effective, and efficient operation of the transport network is not compromised or constrained by incompatible land use, subdivision, and development, including High Traffic Generating Activities.	

Policies

General	
TR-P1	Multi-modal transport system
Support a multi-modal transport system that promotes alternative means of safe, efficient and effective transport, including cycling and walking and public transport facilities to enable	

people of all ages to move within the district and reduce the effects of vehicle-based transport systems [and greenhouse gas emissions](#) by:

- a. maximising safe and accessible opportunities for walking, cycling, and public transport use;
- b. [Promoting multi-modal options to meet with any best practice guidance current at the time of consenting; and](#)
- c. requiring cycle parking as appropriate for the proposed use and end of trip cycle facilities where cycle parking is required to be provided.

TR-P2	Good design outcomes
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The transport network is maintained or improved in a way that:

- a. promotes integrated planning and supports strategic directions;
- b. roads and vehicle crossings meet minimum design standards to allow for safe, effective, and efficient traffic movement and can safely accommodate the intended number of users and the intended functioning of the road or crossing;
- c. is consistent with the [relevant Design Guide in Appendices APP3, APP4, or APP5 and Council's Engineering Development Standard 2023 Subdivision Design Guide](#) and promotes good urban design, including connectivity, decreasing travel distances, and linking to existing transport networks;
- d. considers and responds to safety and accessibility, including Crime Prevention Through Environmental Design (CPTED) principles.
- e. [Promotes the use of public transport, walking and cycling through the provision of a safe, accessible and connected multimodal network.](#)

TR-P3	Role of transport corridors
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Identify and manage a classification of roads and other transport corridors within the Wairarapa based on the One Network Framework to ensure that the function of each corridor is recognised and protected when managing subdivision and land use.

TR-P4	On-site facilities
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Require on-site facilities including loading, parking, manoeuvring and vehicle, pedestrian, and cycle access to meet minimum standards [and facilitate multi-modal transport use](#), or where these are not met, ensure they are appropriate for the demands of the activities and development carried out on the site and avoids, remedies, or mitigates any adverse effects on the safe, effective, and efficient functioning of the transport network.

TR-P5	Transport network connections
Require development (new or changes to existing lawfully established activities) to meet minimum standards when connecting to road, cycling, pedestrian, and public transport corridors, or where these are not met, ensure development avoids, remedies, or mitigates any adverse effects on the safe, effective, and efficient functioning of the transport network and provides a safe, suitable, legal, and practicable access to and from a transport corridor.	
TR-P6	Managing effects of the transport network
Provide for the development and safe operation of the transport network, including the state highway network and rail network, while <u>managing avoiding, remedying, or mitigating</u> the adverse effects of the development and use of roads, including state highways, on adjacent activities.	
TR-P7	High Traffic Generating Activities
Require <u>new, and changes to existing</u> high traffic generating activities which propose to access and utilise the districts' roads to be assessed in an Integrated Transport Assessment prepared by a suitably qualified traffic specialist that demonstrates how any adverse effects on the road transport network will be avoided, remedied or mitigated, and assesses: a. the road's capacity and the likely effect of the proposed use on the road and its users; b. effects on the amenity values and character of the road; c. the effect on ongoing maintenance of the road and the need for road maintenance agreements; d. whether opportunities for alternative access and/or routes exist; e. appropriate traffic management and travel demand management mechanisms; f. whether it is appropriate to stage the activity and/or undertake improvements to the transport network; and g. cumulative effects.	
Rail	
TR-P8	Rail corridor safety
Provide safe visibility and appropriate infrastructure at road/ rail level crossings. Ensure the safe and efficient operation of the rail network by providing for safe visibility and appropriate infrastructure at road/rail level crossings. This includes protecting sight lines and managing vehicle access adjacent to level crossings.	

Hood Aerodrome	
TR-P9	Protection of Hood Aerodrome
Protect the operation of Hood Aerodrome and other key air transport facilities from the potential adverse effects created by the proximity of nearby sensitive land use activities.	
TR-P10	Effects of Hood Aerodrome
Provide for the continued functioning and future development of Hood Aerodrome and other key air transport facilities while managing the adverse effects caused by the operation of Hood Aerodrome and other key air transport facilities on adjacent activities.	
Wairarapa Five Towns Trail Network	
TR-P11	Wairarapa Five Towns Trail Network
Enable and encourage the establishment and operation of the Wairarapa Five Towns Trail Network.	

Rules

TR-RXX		All land use activities
	All zones	1. Activity status: Permitted Where: a. Compliance is achieved with TR-S1 - TR-S28;
	All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-S1 - TR-S28; Matters of discretion: - The effect of non-compliance with the relevant standard and the matters of discretion of any standard that is not met. - The construction, use, location, design, and number of vehicle crossings or intersections. - Sightlines. - The safety and suitability of the access for the activity. - The ability to obtain alternative access. - The safe, efficient, and effective operation of the transport network, including State Highways.

TR-R1	Construction, alteration, maintenance, and repair of <i>accessways, vehicle crossings, parking, and loading areas</i>
All zones	1. Activity status: Permitted Where: a. Compliance is achieved with TR-S1 - TR-S28; i. There is no new <i>vehicle crossing</i> onto a State Highway; and ii. All <i>sites</i> and activities have legal and physical access to and from a <i>road</i>.
All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R1(1). Matters of discretion: 1. The effect of non-compliance with the relevant standard and the matters of discretion of any standard that is not met. 2. The construction, use, location, design, and number of vehicle crossings or intersections. 3. Sightlines. 4. The safety and suitability of the access for the activity. 5. The ability to obtain alternative access. 6. The safe, efficient, and effective operation of the transport network, including State Highways. Note 1: Any access proposed onto a section of a State Highway which has been declared a Limited Access Road will also require a Licenced Crossing Place approval from Waka Kotahi NZ Transport Agency under the Government Roding Powers Act 1989. Note 2: If a resource consent application is made under this rule for a new vehicle crossing onto a State Highway, Waka Kotahi NZ Transport Agency will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is not provided.

TR-R2	Construction, alteration, maintenance, and repair of the transport network
All zones	1. Activity status: Permitted Where:

		a. Compliance is achieved with TR-S1 - TR-S28; and b. There is no new <i>road</i> intersection with a State Highway.
	All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R2(1). Matters of discretion: 1. The effect of non-compliance with the relevant standard and the matters of discretion of any standard that is not met. 2. The construction, use, location, design, and number of intersections. 3. Sightlines. 4. The safe, efficient, and effective operation of the transport network, including State Highways. Note: If a resource consent application is made under this rule for a new intersection onto a State Highway, Waka Kotahi NZ Transport Agency will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is not provided.

TR-R3	Construction of roads, vehicle crossings, and accessways in close proximity to a railway	
	All zones	1. Activity status: Restricted discretionary Where: a. It is proposed to create a <i>road</i>, <i>vehicle crossing</i>, or an accessway over or under the railway; or b. It is proposed to create a vehicle crossing or an accessway or intersection within 30m of a road/rail level crossing. Matters of discretion: 1. The use, location, design, and number of <i>vehicle crossings</i> or <i>accessways</i>. 2. The ability to obtain alternative access. 3. The safe, efficient, and effective operation of the <i>road</i> and railway. Note: If a resource consent application is made under this rule, KiwiRail will be considered an affected person in accordance with Section 95E of the RMA and notified of the application, where written approval is not provided.

TR-R4	Buildings and other visual obstructions within the restart or approach sightline areas of railway crossings as shown in the shaded areas of Figure TR-1 and Figure TR-2 Sight lines at railway level crossings
All zones	1. Activity status: Permitted Where: a. Any building or other visual obstruction does not exceed a height above ground level of 1m <u>Compliance is achieved with TR-SX</u>
All zones	2. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R4(1). Matters of discretion: Effects of the safety and efficiency of rail and road transport. <u>1. the potential for adverse effects on the safety and efficiency of the rail network.</u> <u>2. applications under this rule must provide, in addition to the standard information requirements, evidence of engagement with KiwiRail.</u>

Figure TR-1 Approach Sight Triangles for Railway Level Crossings

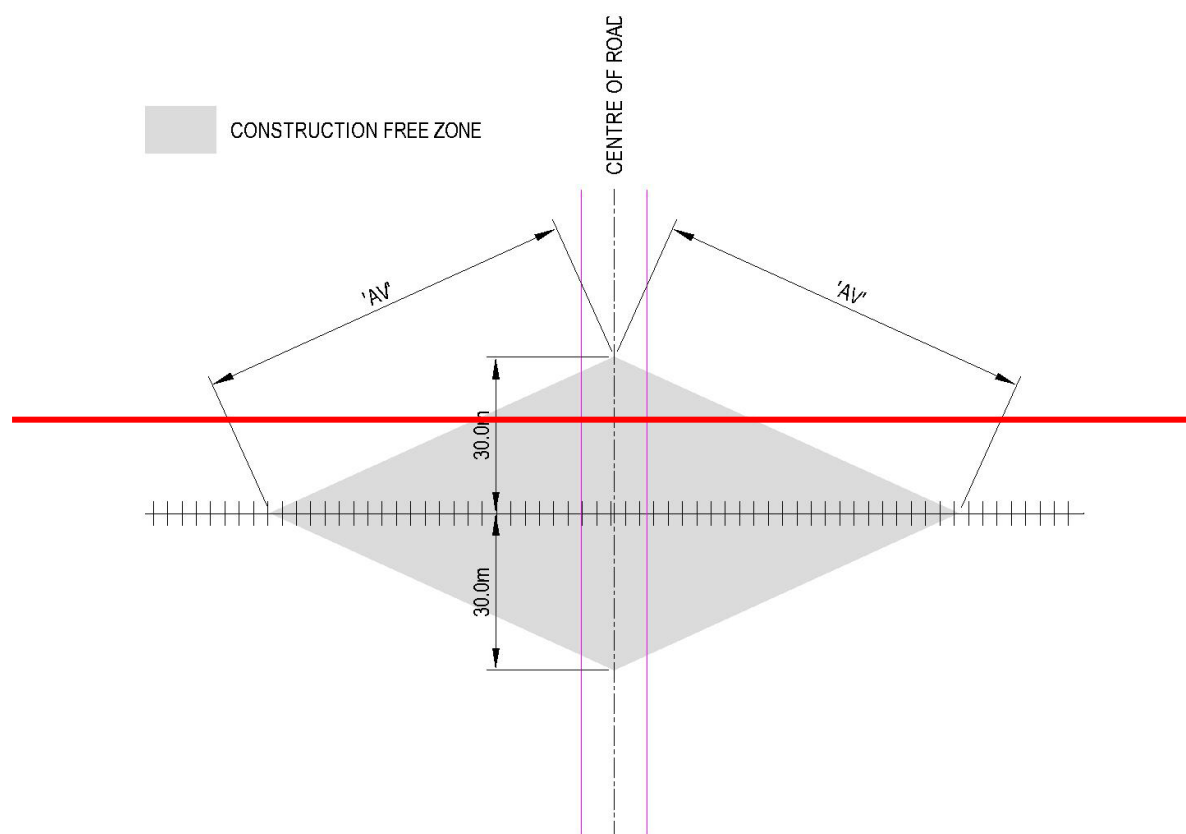


Figure TR-2 Restart sight triangles for railway level crossings

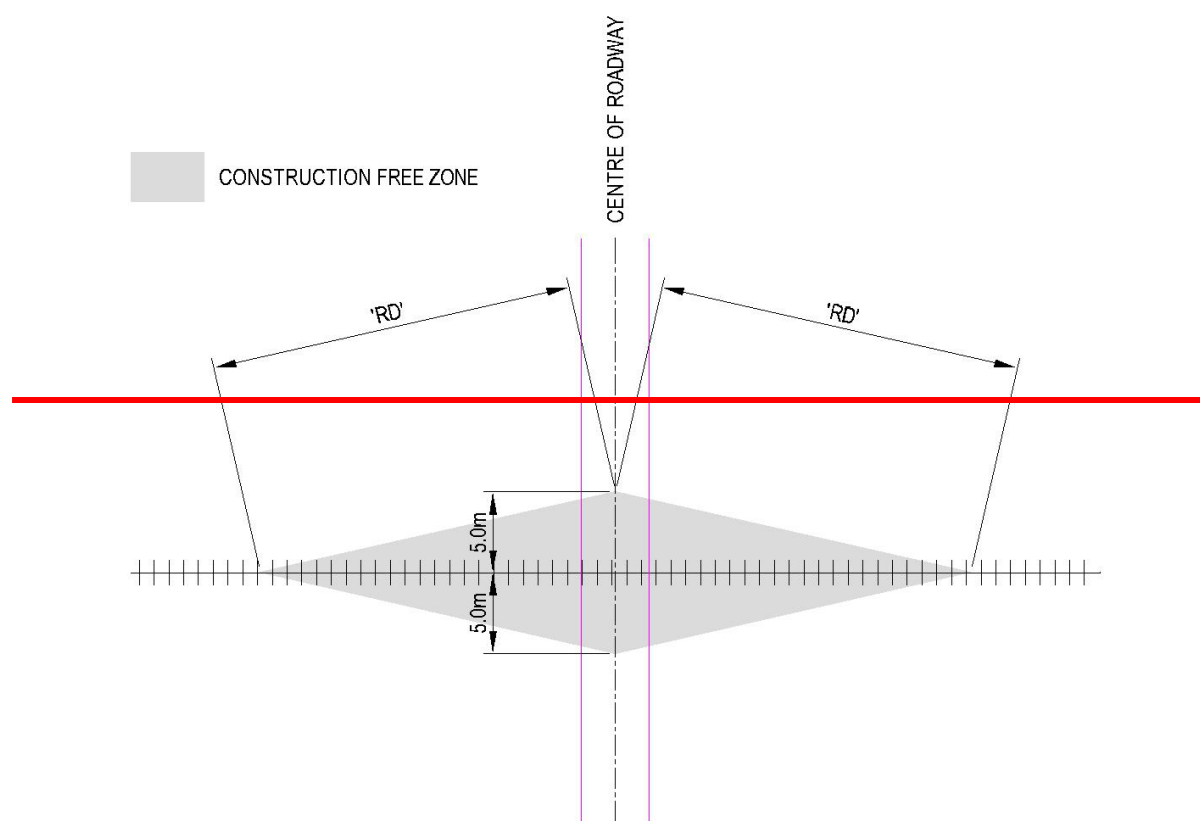


Table TR-1 Railway crossing approach visibility and restart distances

Train Speed	Approach Visibility	Restart Distance
80km/h or less	243m	358m
100km/h	303m	448m
110km/h	334m	498m

TR-R5	High Traffic Generating Activities
All zones	1. Activity status: Restricted discretionary Where: a. Any <u>new activity, or change to an existing activity (excluding existing service stations), that</u> generates an average daily traffic volume or peak hour traffic volume that exceeds the thresholds in Standard TR-S29 <u>Table TR-16</u>. b. <u>Any change to an existing service station involves one or more additional refuelling spaces.</u>

	For all activities where TR-R5(1)(a) or (1)(b) applies apply: - An Integrated Transport Assessment shall be prepared by an independent, suitably qualified, and experienced transport engineer; and - The type of Integrated Transport Assessment (either Full or Basic) shall be as determined by the status of the application under all other applicable rules as per Standard TR-S29 Table TR-18. Matters of discretion: - The safe, efficient, and effective operation of the transport network. - Site access. - Accessibility for pedestrians, cycle facilities, and public transport. - Strategic frameworks. - Mitigation of effects through Travel Demand Management. Note: - Guidance for the content of a Full or Basic Integrated Transport Assessment is provided in Appendix TR-1. Consultation with Council is recommended to confirm the scope of the Integrated Transport Assessment. - Activities that do not exceed the thresholds in Standard TR-S29 Table TR-16 to be classed as a High Traffic Generating Activity will still may require an assessment of traffic effects through if they require resource consents under other rules in the District Plan.
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TR-R6		<i>Buildings, structures, masts, or trees in Aerodrome Obstacle Limitation Surface</i>
	All zones	1. Activity status: Permitted Where: Any <i>building, structure</i>, mast, or tree does not penetrate the Aerodrome Obstacle Limitation Surfaces 1:50 approach slopes, the transitional slopes, or the horizontal surface.
	All zones	2. Activity status: Discretionary Where: Compliance is not achieved with TR-R6(1).

TR-R7	Any activity not otherwise listed in this chapter
All zones	3. Activity status: Permitted Where: a. Compliance is achieved with TR-S1 - TR-S28.
All Zones	4. Activity status: Restricted discretionary Where: a. Compliance is not achieved with TR-R7(1). Matters of discretion: 1. The effect of non-compliance with the relevant standard and the matters of discretion of any standard that is not met.

Standards

Road design		
TR-S1	Road design	
All zones	- Any <i>accessway</i> to a <i>site</i> or sites with potential to accommodate more than 15 <i>residential units</i> shall be formed as a road in accordance with the Council's Engineering Development Standard 2023 and vested with Council. - Any shared <i>accessway</i> shall have legally enforceable arrangements for maintenance of the access at the time it is created. - All roads shall be formed in accordance with the <i>Council's Engineering Development Standard</i> 2023.	Matters of discretion: - Effects on the safe, efficient, and effective operation of the transport network. - Design of the access or road. - On-going maintenance of the access. - Council's Engineering Development Standard 2023. - Firefighting access.
TR-S2	Minimum road intersection separation distances	
All Zones	The minimum separation between road intersections shall comply with Table TR-2.	Matters of discretion: Effects on the safe, efficient, and effective operation of the transport network.
	Table TR-2 Minimum intersection separation distances	
	Posted Speed Limit (km/h)	Minimum intersection separation (m)
	100	450
	80	320
	60	220
	50	100
	40	75
	30 or less	60

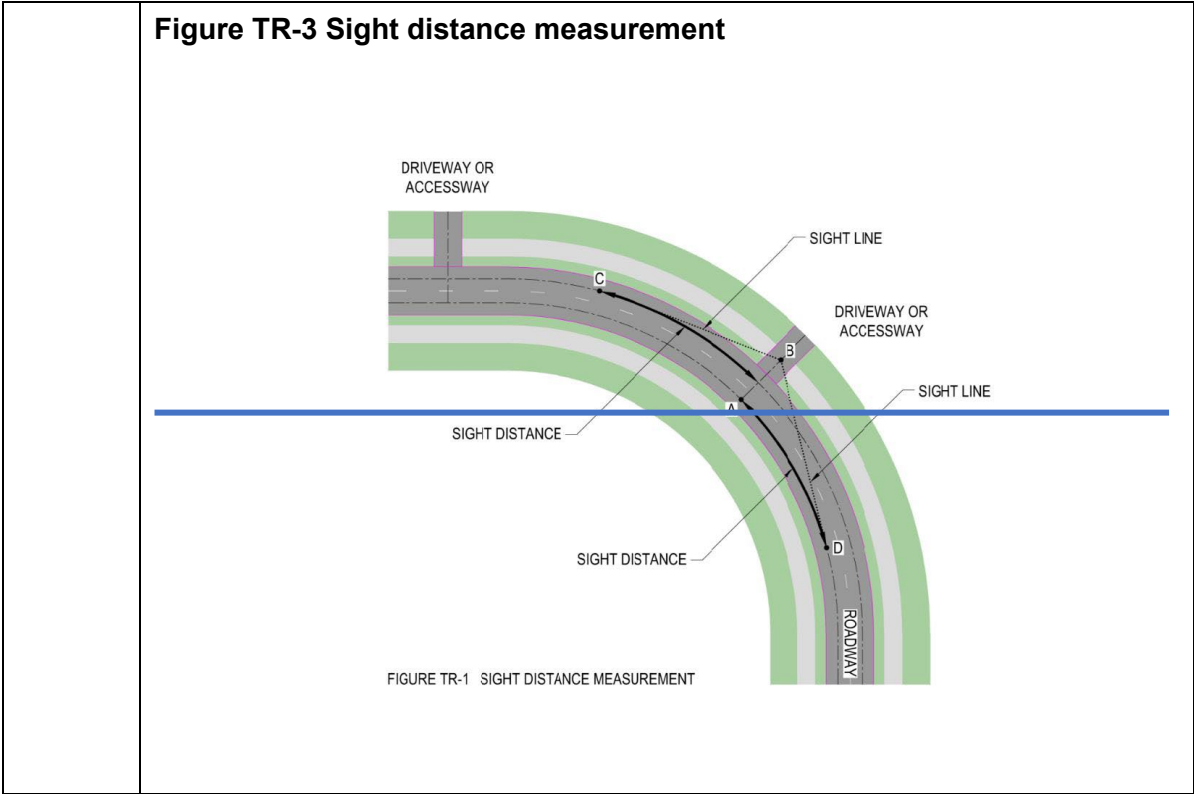
Lighting		
TR-S3	Lighting for parking and loading areas	
All zones	1. Lighting shall be provided during the hours of darkness for all: a. non-residential <i>parking areas</i> used in the hours of darkness; b. residential <i>parking areas</i> with more than 6 spaces; and c. <i>loading areas</i> used in the hours of darkness. Note. Refer to Light Chapter for standards relating to lighting.	Matters of discretion: 1. Effects on the safe operation of the transport network. 2. Lighting level. 3. Uniformity of lighting. 4. Light spill. 5. Hours of operation.
TR-S4	Street lighting provision	
All Zones except Rural Zones, Māori Purpose Zone, and Future Urban Zone	1. All public <i>roads</i> serving 3 or more residential <i>allotments</i> shall be provided with night lighting. Note. Refer to Light Chapter for standards relating to lighting.	Matters of discretion: 1. Effects on the safe operation of the transport network. 2. Uniformity of lighting.
Access		
TR-S5	Site access	
All zones	1. Accessways shall be formed in accordance with the <i>Council's Engineering Development Standard 2023</i>.	Matters of discretion: 1. Effects, including cumulative effects, on the safety, efficiency, and effectiveness of the transport network resulting from the nature, use, location, design, and

		construction of the accessway. 2. Council’s Engineering Development Standard 2023 .																																							
All zones	2. Accessways shall comply with Table TR-3: Minimum and maximum widths of accessways	Matters of discretion: 1. Effects, including cumulative effects, on the safety, efficiency, and effectiveness of the transport network resulting from the nature, use, location, design, and construction of the accessway.																																							
Table TR-3 Minimum and maximum widths of accessways																																									
<table><tr><th>Activity</th><th>Number of residential units</th><th>Number of parking spaces provided</th><th>Minimum legal width (m)</th><th>Minimum formed width (m)</th><th>Maximum formed width (m)</th></tr><tr><td rowspan="3">Residential</td><td>1-3</td><td></td><td>4.6</td><td>3.5</td><td>6.0</td></tr><tr><td>4-8</td><td></td><td>5.0</td><td>3.5*</td><td>6.0</td></tr><tr><td>9-15</td><td></td><td>6.5</td><td>5.5</td><td>6.0</td></tr><tr><td rowspan="2">Commercial and Industrial</td><td></td><td>1-15</td><td>8.0</td><td>5.5</td><td>9.0</td></tr><tr><td></td><td>> 15</td><td>8.0</td><td>6.0</td><td>10.0</td></tr><tr><td>Rural</td><td>1-15</td><td></td><td>10.0</td><td>4.0</td><td>8.0</td></tr></table>			Activity	Number of residential units	Number of parking spaces provided	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)	Residential	1-3		4.6	3.5	6.0	4-8		5.0	3.5*	6.0	9-15		6.5	5.5	6.0	Commercial and Industrial		1-15	8.0	5.5	9.0		> 15	8.0	6.0	10.0	Rural	1-15		10.0	4.0	8.0
Activity	Number of residential units	Number of parking spaces provided	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)																																				
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	9-15		6.5	5.5	6.0																																				
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		> 15	8.0	6.0	10.0																																				
Rural	1-15		10.0	4.0	8.0																																				
Notes: * Passing bays are required when the length of the <i>accessway</i> exceeds 25m.																																									
TR-S6	Vehicle crossing design																																								
All Zones	Vehicle crossings shall comply with the following:	Matters of discretion: 1. Effects, including cumulative effects, on the																																							

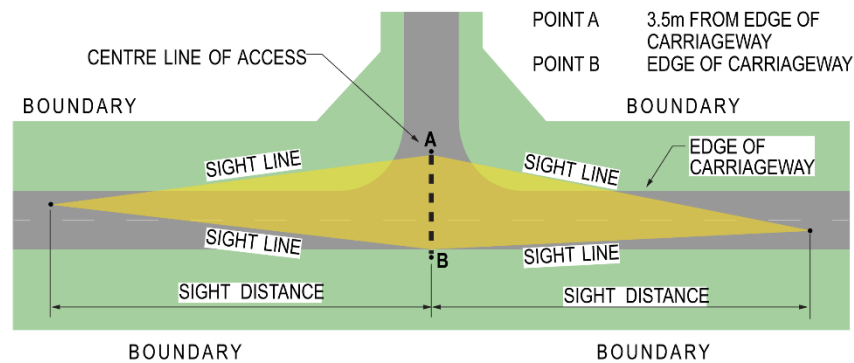
	1. Table TR-4: Maximum number of vehicle crossings per site road frontage; 2. Table TR-5: Minimum sight distance requirements; 3. Table TR-6: Minimum separation between vehicle crossings and from intersections; and 4. Figure TR-5: Minimum separation distance for a new vehicle crossing from a pedestrian or cycle crossing facility.	safety, efficiency, and effectiveness of the transport network resulting from the nature, use, location, design, and construction of the vehicle crossing.																	
	Table TR-4 Maximum number of vehicle crossings per site road frontage <table border="1"> <thead> <tr> <th data-bbox="355 786 657 947" rowspan="2">Frontage length (m)</th><th colspan="2" data-bbox="657 786 1380 842">Road frontage type</th></tr> <tr> <th data-bbox="657 842 1032 947">State Highway, Transit Corridor</th><th data-bbox="1032 842 1380 947">All other roads</th></tr> </thead> <tbody> <tr> <td data-bbox="355 947 657 1021">0 - 16</td><td data-bbox="657 947 1032 1021">1</td><td data-bbox="1032 947 1380 1021">1</td></tr> <tr> <td data-bbox="355 1021 657 1097">> 16 - 60</td><td data-bbox="657 1021 1032 1097">1</td><td data-bbox="1032 1021 1380 1097">2</td></tr> <tr> <td data-bbox="355 1097 657 1173">> 60 - 200</td><td data-bbox="657 1097 1032 1173">1</td><td data-bbox="1032 1097 1380 1173">2</td></tr> <tr> <td data-bbox="355 1173 657 1245">> 200</td><td data-bbox="657 1173 1032 1245">2</td><td data-bbox="1032 1173 1380 1245">3</td></tr> </tbody> </table>		Frontage length (m)	Road frontage type		State Highway, Transit Corridor	All other roads	0 - 16	1	1	> 16 - 60	1	2	> 60 - 200	1	2	> 200	2	3
Frontage length (m)	Road frontage type																		
	State Highway, Transit Corridor	All other roads																	
0 - 16	1	1																	
> 16 - 60	1	2																	
> 60 - 200	1	2																	
> 200	2	3																	

Table TR-5 Minimum sight distance requirements		
Posted speed limit (km/h)	Urban roads	Rural roads
30 or less	50m	
40	70m	
50	100m	
60	125m	
60		160m
70		190m
80		225m

	100		300m	
	Notes: Sight distance measured in accordance with Figure TR-43.			



*OPERATING SPEED >> 85TH PERCENTILE SPEED ON FRONTAGE ROAD. THIS CAN BE TAKEN AS THE SPEED LIMITED PLUS 15% IF SURVEY DATA IS NOT AVAILABLE.
**DISTANCES ARE BASED ON THE APPROACH SIGHT DISTANCE AND SAFE INTERSECTION SIGHT DISTANCE TABLES IN NAASRA, INTERSECTIONS AT GRADE (1) ASSUMING REACTION TIMES OF 1.5 SECONDS ON LOCAL ROADS WITH OPERATING SPEEDS UP TO 60KM/H AND 2.0 SECONDS FOR ALL OTHER SPEEDS AND ALL COLLECTOR AND ARTERIAL ROADS.



NOTES:

SITE DISTANCES SHALL BE MEASURED FROM A POINT 1.15m (MOTORISTS EYE LEVEL) ABOVE FINISHED SURFACE OF THE ACCESS CROSSING PLACE AND 1.15m ABOVE THE ROAD SURFACE.

THERE SHALL BE NO OBSTRUCTIONS TO VISIBILITY INSIDE THE AREA BOUNDED BY SIGHT LINES.

Notes:

1. Sight lines shall be from driver's eye height to driver's eye height (1.15m) above ground level within the sight triangle.
2. Sight distances AC and AD shall be measured along the centre line of the carriageway.
3. Point A: Intersection of lane centreline and driveway centreline.
4. Point B: Position of centreline of driveway where sight distance is measured (note - this is measured from the edge lane line and where there is no edge lane line, from the edge of seal) and is 3.5m for residential houses and 5m for all other activities.
5. Point C and D: Position on centreline of lane where sight distance is measured.

Table TR-6 Minimum separation between vehicle crossings and from intersections

Posted speed limit (km/h)	Minimum separation from intersection	Minimum separation from vehicle crossing on the same or opposite side of the road

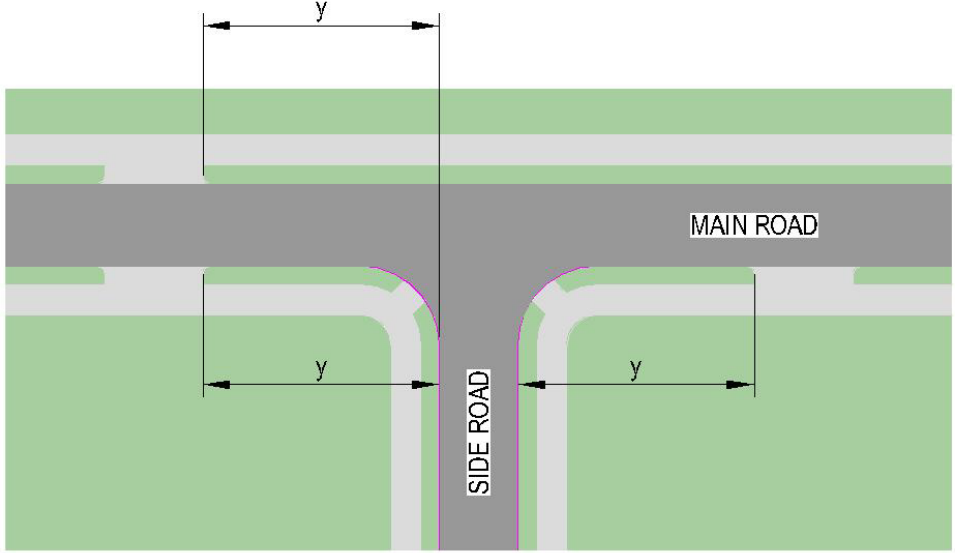
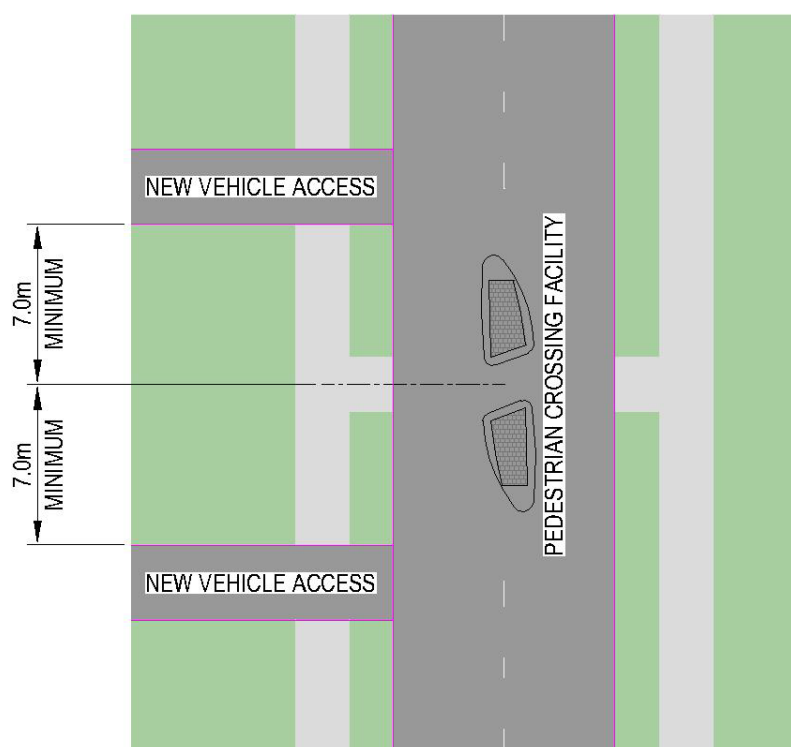
	50 or less	20m	9m
	60	30m	20m
	70	60m	40m
	80	90m	100m
	100	200m	200m
Notes: Minimum separation distance shall be measured in accordance with Figure TR-4.			
Figure TR-4 Minimum separation of vehicle crossing from intersection 			

Figure TR-5 Minimum separation distance for a new vehicle crossing from a pedestrian or cycle crossing facility



TR-S7 Visibility splays

All
Zones

1. *Vehicle accessways* shall provide a visibility splay that complies with Table TR-7.

Matters of discretion:

1. Effects on the safe operation of the transport network, including pedestrians and cyclists.
2. Compatibility with existing patterns within Historic Heritage Precincts.

Table TR-7 Visibility splay design parameters

Path Type	Path User Speed (km/h)	X (m)	Y (m)
Footpaths	5	5*	3
	10	5*	7
Shared Paths	15	5	12

		20	5	18
	Cycle Path	25	5	26

Notes:

*This value can be reduced to 2.5m at domestic driveways.

Figure TR-6 Visibility splays

Notes

X = safe stopping distance for a vehicle prior to encroaching the path (measured from the path user location towards the property; allows drivers to see path users in time to stop before reaching the path.

Y= safe stopping distance for path users travelling at a comfortable speed to stop in time to avoid collision (if a driver does not give way to them).

TR-S8	Vehicle crossing formation	
All zones except Rural Zones, Māori Purpose Zone, and Future Urban Zone	1. All <i>vehicle crossing</i> points shall be formed, sealed, and drained in accordance with the requirements for vehicle crossings and surfacing in Council's Engineering Development Standard 2023 .	Matters of discretion: Effects on the safe, efficient, and effective

Rural Zones, Māori Purpose Zone, and Future Urban Zone	2. Any <i>vehicle crossing</i> to a sealed road shall be formed, surfaced with concrete, chip seal or asphaltic concrete, and drained: a. for a minimum distance of 30m from the edge of the road carriageway <u>for shared accessways</u>. b. <u>from the edge of the road carriageway to the property boundary for a single accessway</u>.	operation of the transport network. 2. Access design, including width of access formation. 3. Drainage design and effects on drainage. 4. Council's Engineering Development Standard <u>2023</u>. 5. Compatibility with heritage character in Historic Heritage Precincts. 6.
All zones	3. All <i>vehicle crossings</i> shall be designed and constructed so that roading drainage is continuous across the length of the crossing in accordance with the requirements for vehicle crossings in Council's Engineering Development Standard <u>2023</u> .	
All zones	4. All crossings to a state highway shall be sealed from the edge of the carriageway for a minimum distance of 30m.	
TR-S9	Vehicle crossing alignment	
All zones	1. All <i>vehicle crossing</i> points shall be designed so that: a. The crossing centreline intersects with the property boundary at an angle of between 45° and 90°; and b. The crossing centreline intersects with the carriageway at an angle of 90° plus or minus 15°.	Matters of discretion: 1. Effects of access alignment on road safety or sight distances.
TR-S10	Rural accessway design	
Rural Zones, Māori Purpose Zone, and Future	1. Any <u>vehicle crossing accessway</u> with an average daily volume of vehicle movements of less than 100 shall be formed in accordance with the requirements of Table TR-8. 2. Any <u>vehicle crossing accessway</u> with an average daily volume of vehicle	Matters of discretion: 1. Effects on the safety of the <u>vehicle crossing accessway</u> and the adjacent transport network.

Urban Zone	movements of 100 or more shall be formed as a road intersection.	2. Ability to accommodate the largest size of vehicle anticipated to use the access. 3. Effects on the ability to provide adequate emergency vehicle access to the property/properties.	
	Table TR-8 Rural <u>vehicle crossing accessway</u> design		
	Average volume of vehicle movements using access per day	<u>One Network Framework (ONF) Classification or Average Volume of traffic using the adjoining road (vpd)</u>	Access design standard
	<= 30	<u>Rural road (low volume) or < 2000</u>	<u>Diagram C</u> (Figure TR-7)
		<u>Rural Connector >= 2000</u>	<u>Diagram D</u> (Figure TR-8)
	31 – 100	<u>Rural road (low volume) < 2000</u>	<u>Diagram D</u> (Figure TR-8)
		<u>Rural Connector or >= 2000</u>	<u>Diagram E</u> (Figure TR-XX)
	> 100 or serves more than 10 properties	<u>>= 2000</u>	Design as intersection

Figure TR-7 Diagram C Low volume vehicle crossing accessway

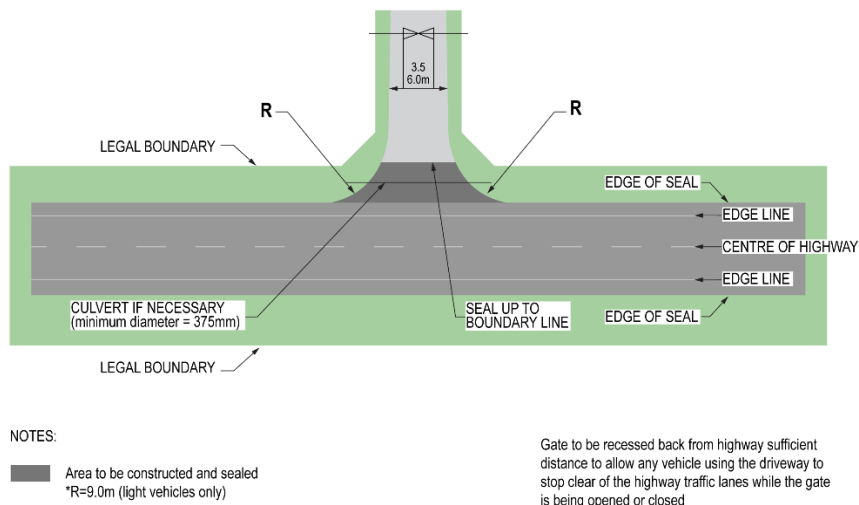
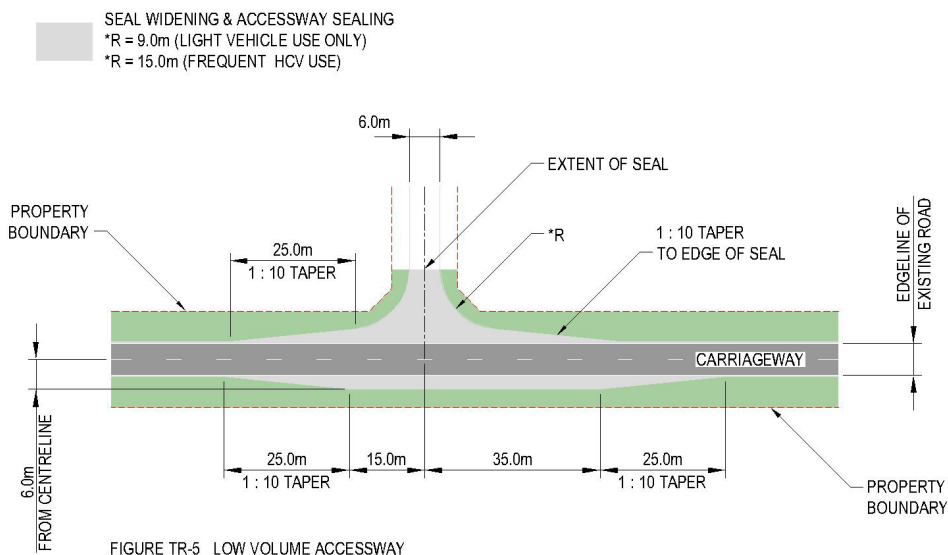
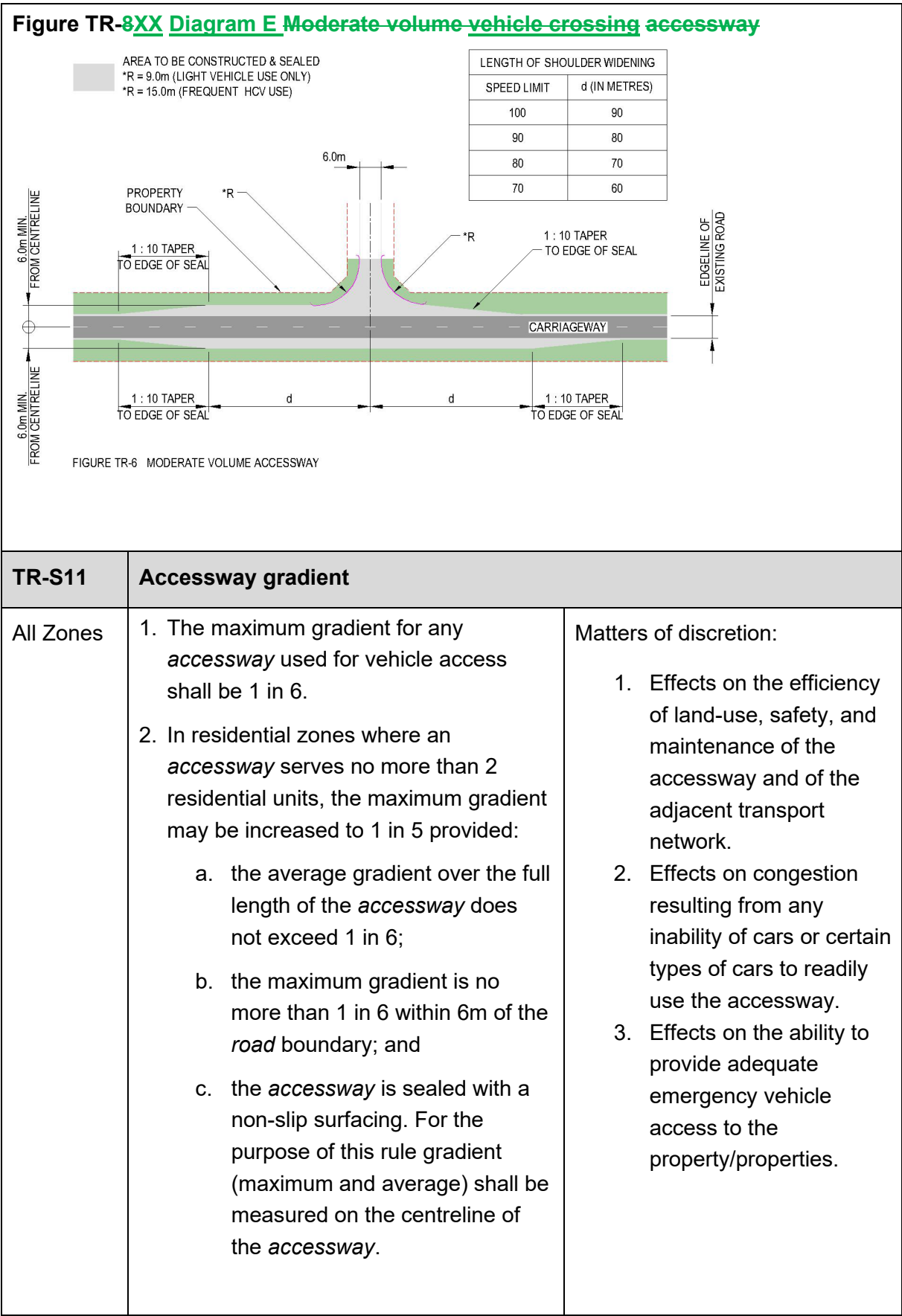


Figure TR-8 Diagram D





TR-S12	Turning and passing	
All Zones	1. A turning area suitable for a medium sized rigid truck shall include a turning head as per Clause 3.C.14.3 of the Council Development Engineering Standard 2023 and shall be provided on any accessway that: - provides access to 3 or more lots; or - is longer than 50m. 2. Passing opportunities or bays with a minimum width of 5.5m and length of 15m shall be provided at intervals of not more than 50m in urban areas and 100m in rural areas where visibility is available from bay to bay.	Matters of discretion: - Effects on the safety of the accessway and adjacent road network associated with reversing vehicles. - Effects on congestion resulting from any inability of cars or certain types of cars to readily use the accessway. - Effects on the ability to provide adequate emergency vehicle access to the property/properties. - Distances between passing opportunities. - Location of passing opportunities.
TR-S13	Stormwater management	
All Zones except Rural Zones, Māori Purpose Zone, and Future Urban Zone	1. Accessways shall include stormwater control in accordance with Council's Engineering Development Standard 2023.	Matters of discretion: - Effects on stormwater flows and management. - Council's Engineering Development Standard 2023.

Rural Zones, Māori Purpose Zone, and Future Urban Zone	2. Where an <i>accessway</i> is less than or equal to 40m from a residential unit, it shall be formed and sealed with stormwater control. 3. Where an <i>accessway</i> is greater than 40m from a residential unit it shall be: a. formed to an all weather standard with stormwater control when the gradient is less than 1:10; or b. formed and sealed with stormwater control where the gradient is greater than 1:10.	
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TR-S14	Firefighting access	
All Zones	1. Any <i>accessway</i> to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 50m when connected to a road that has a fully reticulated water supply system including hydrants, shall: a. be designed to achieve the vehicle crossing design and formation standards in TR-S6 and the access design in TR-S5; b. have a minimum formed width of 4m; c. have a minimum height clearance of 4m; d. have a turning area suitable for a fire truck; and e. be designed to be free of obstacles that could hinder access for emergency service vehicles.	Matters of discretion: 1. The safe, effective, and efficient functioning of the vehicle access for firefighting access. 2. Need for onsite access for appliances. 3. Design of turning areas. 4. Site and topographical constraints.

Accessibility		
TR-S15	Accessible routes	
All Zones	1. For all non-residential activities providing parking an accessible route shall be provided between the main building entrance and any allocated parking for people with disabilities. 2. Accessible parking bays shall be located as close as practical to the accessible entrance or to an accessible lift to the building or activity.	Matters of discretion: 1. The ability for people with disabilities to safely and effectively park and enter and exit a vehicle and gain access to the building. 2. Proximity to the accessible entrance. 3. Any building or site constraints. 4. Access gradients. 5. Access widths. 6. Access surfacing. NOTE: Desirable minimum design standards are set out in NZS4121:2001 Design for Access and Mobility.

Car parking		
TR-S16	Minimum number of parking bays	
All Zones in Masterton District	1. No minimum requirement.	
All zones in Carterton and South Wairarapa Districts	2. Every activity shall provide sufficient off-street parking for vehicles associated with the activity and vehicles expected to visit or be stored on the site in connection with the activity, in accordance with Table TR-9 below.	Matters of discretion: 1. The safe, resilient, efficient, and effective functioning of the transport network. 2. The parking needs of the activity. 3. The safety and movement of pedestrians, cyclists, public transport, and general traffic.

	3. Where any activity is changed or any building erected or altered, sufficient vehicle parking shall be provided to meet the demands generated by the altered activity or building, in accordance with Table TR-9 below. 4. Vehicle <i>parking bays</i> shall be provided for activities in accordance with Table TR-9. If an activity is not listed, then the standard for the activity listed that is closest in nature to that proposed activity shall be applied. Parking requirements do not apply to temporary activities. 5. On sites where there are multiple activities, and each activity requires vehicle parking in terms of this Plan, the total parking required shall be the combined total requirement for all activities. Notes: 6. Where the calculation of required vehicle <i>parking bays</i> results in a fraction of a whole space, any fraction less than or equal to one half shall be disregarded, and any fraction over one half shall count as one space. 7. The area of required spaces, access drives, or aisles provided within a building shall be excluded from the <i>gross floor area</i> (GFA) of the building.	4. Accessibility of the site by active transport and public transport. 5. Public health and safety. 6. The safety and usability of the <i>parking bays</i>. 7. Site limitations, configuration of buildings, and activities. 8. The complementary nature of parking demands on sites serving multiple activities.						
Table TR-9 Minimum number of <i>parking bays</i> <table><tr><th>Activity</th><th><i>Parking bays</i> required</th></tr><tr><td>Visitor accommodation (excluding residential visitor accommodation)</td><td>1 per accommodation unit, room or campsite, plus 1 per 2 employees</td></tr><tr><td>Childcare centre</td><td>1 per employee, plus 1 per 10 persons to be accommodated in the centre</td></tr></table>			Activity	<i>Parking bays</i> required	Visitor accommodation (excluding residential visitor accommodation)	1 per accommodation unit, room or campsite, plus 1 per 2 employees	Childcare centre	1 per employee, plus 1 per 10 persons to be accommodated in the centre
Activity	<i>Parking bays</i> required							
Visitor accommodation (excluding residential visitor accommodation)	1 per accommodation unit, room or campsite, plus 1 per 2 employees							
Childcare centre	1 per employee, plus 1 per 10 persons to be accommodated in the centre							

	Commercial activities (including, but not limited to retail, supermarkets, and business services)	1 per 45m ² GFA, plus 1 per 100m ² outdoor display area
	Educational facilities (primary and secondary)	1 per employee
	Educational facilities (tertiary)	1 per employee plus 1 per 10 students
	Emergency service facilities	1 per 100m ² GFA, plus 1 per on duty staff member (excluding volunteers)
	Entertainment facility	1 per 3 persons the facility is designed to accommodate
	Healthcare activities	4 per practitioner
	Hospital	1 per bed the facility is designed to accommodate, plus 1 per 2 staff members on site
	Industrial activities	1 per 50m ² GFA
	Place of assembly	1 per 4 persons the place is designed to accommodate
	Residential activities	1 per residential unit
	<i>Food and beverage activities</i> (excluding bars and taverns)	1 per 4 persons the facility is designed to accommodate
	Bars and taverns	1 per 10m ² GFA
	Supported residential care facilities	1 per 4 beds the facility is designed to accommodate, plus 1 per employee on site
	Sports fields and playing fields	1 for every 3 participants (design capacity)
	<u>Quarrying activities</u>	<u>No minimum</u>
Note 1: GFA means Gross Floor Area and includes office space associated with the primary industrial activity not commercial offices or retail space.		

	Note 2: Where an existing building within the Commercial and Mixed Use Zones is being used by a permitted activity the requirements outlined above do not need to be met. For the purposes of the above parking requirements the following definitions apply: Outdoor display area – (parking requirement) an outdoor space provided for the display of retail goods or services for purchase and excludes parking, landscaping, or other similar required areas. Place of assembly – any facility and associated land and buildings for the general assembly of people engaged in deliberation, education, worship, or entertainment and includes, but is not exclusive to indoor recreation facilities, theatre, marae, cinemas, halls, conference facilities, churches, and education facilities.	
TR-S17	Accessible parking	
All Zones	1. Where on-site parking is provided, the minimum number of accessible <i>parking bays</i> shall be provided in accordance with Table TR-10. 2. Where parking is not otherwise provided, all non-residential activities with a combined GFA greater than 2,000m² shall provide accessible <i>parking bays</i>, even if no other <i>parking bays</i> are provided. If no other car <i>parking bays</i> are provided, the amount of accessible <i>parking bays</i> required shall be calculated by determining how many accessible parking bays would be required if one standard <i>parking bay</i> per 100m² GFA were provided. 3. Where parking is not otherwise provided, all residential activities shall provide accessible parking at a rate of two spaces per 25 residential units on a pro-rata basis. Note: Where the calculation of required vehicle parking bays results in a fraction of a whole space, any fraction less than or equal to one half shall be disregarded, and	Matters of discretion: 1. The parking demands of the activity. 2. The complementary nature of parking demands on sites serving multiple activities. 3. The safety and movement of pedestrians, cyclists, public transport, and general traffic. 4. Accessibility of the site by active transport and public transport. 5. The safety and usability of the <i>parking bays</i>. 6. Site limitations, configuration of buildings, and activities.

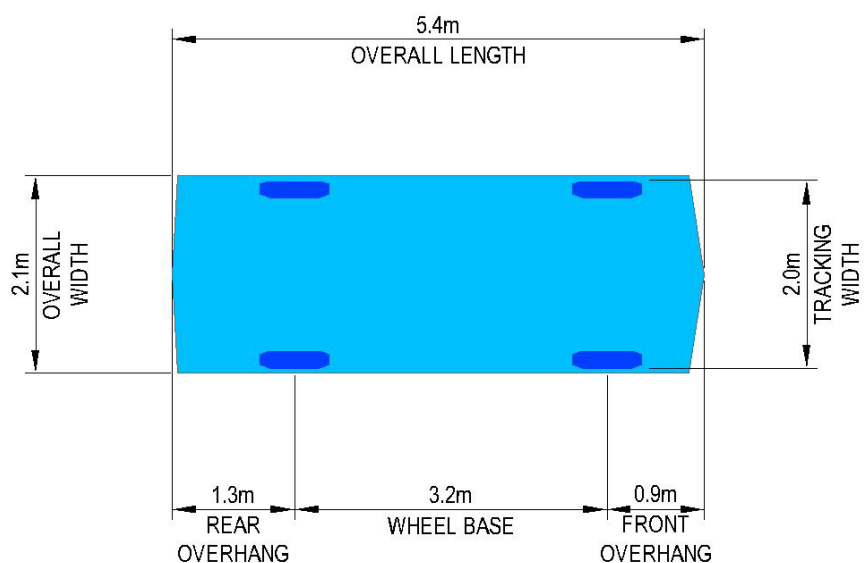
	any fraction over one half shall count as one space.				
	Table TR-10 Minimum number of accessible <i>parking bays</i>				
	Total number of <i>parking bays</i>		Number of accessible bays		
	<20		1		
	20-50		2		
	For every additional 50 car parks or part thereof		1		
TR-S18	Vehicle <i>parking bay</i> dimensions				
All Zones	All <i>parking bays</i> shall have dimensions that meet the minimum requirements of Table TR-11, <u>except for parking bays associated with quarrying activities, which are not subject to any minimum requirements.</u>		Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Adequacy of manoeuvring space for all vehicles anticipated to use the site. 3. Number of reverse manoeuvres required to enter or depart from a <i>parking bay</i> .		
	Table TR-11 Minimum <i>parking bay</i> dimensions				
	User Type	Parking angle (degrees)	Stall width (m)⁴	Stall depth (m)⁵	Aisle width (m)
	All users	Parallel	2.2	5.6 unobstructed 6.5 obstructed	3.0 one-way 6.0 two way
	Long term parking ¹	30	2.5	4.5	2.9
		45	2.5	5.3	3.7
		60	2.5	5.8	4.6
		90	2.5	5.6	5.8
		30	2.6	4.5	2.9

	Medium term parking ²	45	2.6	5.3	3.5
		60	2.6	5.8	4.3
		90	2.6	5.6	5.8
	Short term parking ³	30	2.7	4.5	3.0
		45	2.7	5.3	4.2
		60	2.7	5.8	5.1
		90	2.7	5.6	6.2
	Accessible parking	30	3.6	4.5	3.0
		45	3.6	5.3	4.2
		60	3.6	5.8	4.3
		90	3.6	5.6	6.2
	Notes: 1. Tenant, employee, and commuter parking (generally all-day parking). 2. Medium-term town centre parking, sports facilities, entertainment centres, hotels, motels. 3. Short term town centre parking, shopping centres, supermarkets, hospitals, and medical centres, activities involving drop off or collection of children or goods. 4. Stall width shall be increased by 300mm where a <i>parking bay</i> abuts a permanent obstruction such as a wall, column or other permanent obstruction. Where there is such an obstruction on both sides of a <i>parking bay</i>, the minimum stall width shall be increased by 600mm. 5. Stall depth may be reduced by the corresponding vehicle overhang length if a low kerb allows overhang, up to 600mm, but this overhang shall not encroach another <i>parking bay</i>, path, or landscaping. 6. <i>Parking bays</i> (other than parallel) immediately adjacent to paths or landscaping shall include wheel stop barriers located at least 600mm from the path or landscaping to avoid or mitigate obstruction of paths or damage to landscaping by parked vehicles.				

TR-S19	Blind aisles	
All Zones	1. Blind aisles shall be extended by a minimum of 1m beyond the last <i>parking bay</i> and the last <i>parking bay</i> widened by 300mm if it is bounded by a wall or space. Where practical, the end space should be widened by the same amount as the aisle is lengthened. 2. <u>TR-S19.1 shall not apply to any blind aisles in parking areas associated with quarrying activities.</u>	Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Building constraints such as walls or columns.
TR-S20	Parking bay gradients	
All Zones	1. The maximum gradient within a standard <i>parking bay</i>, including motorcycle parking shall be as follows: a. 1 in 20 measured parallel to the angle of parking; and b. 1 in 16 measured in any other direction. 2. The maximum gradient within any accessible <i>parking bay</i> shall be 1 in 40 in any direction. 3. <u>TR-S20.1 and TR-S20.2 shall not apply to any parking bays associated with quarrying activities.</u>	Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Topographic constraints.
TR-S21	Parking bay construction and formation	
All Zones	1. For sites with fewer than four <i>parking bays</i>, the surface shall be formed to an all-weather standard and drained. 2. For sites with more four or more <i>parking bays</i>, the surface shall be formed, sealed, and drained. 3. <i>Parking bays</i> shall be marked on all sealed <i>parking areas</i>. 4. <u>TR-S21.1 – TR-S21.3 shall not apply to any parking bays associated with quarrying activities.</u>	Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Surface formation. 3. Drainage. 4. Markings. 5. Compatibility with heritage character in Historic Heritage Precincts.

TR-S22	Reverse manoeuvres	
All Zones	1. Sufficient manoeuvring space shall be provided on site to ensure that no vehicle is required to reverse: a. onto or off any State Highway; b. onto or off any transit corridor; c. onto or off any road with a marked cycle lane; d. across any shared use path; or e. across any cycle path. 2. Sufficient manoeuvring space shall be provided on site to ensure that a 99 percentile design vehicle is not required to reverse onto or off any Urban Connector road. 3. Sufficient manoeuvring space shall be provided on site to ensure that a 99 percentile design vehicle is not required to reverse onto or off any urban road where: a. four or more <i>parking bays</i> are serviced via a single accessway; or b. the activity is on a rear site. 4. TR-S22.1 – TR-S22.3 shall not apply to any quarrying activities.	Matters of discretion: 1. Effects on the safe, efficient, and effective operation of the transport network, including pedestrian and cycle safety. 2. Compatibility with heritage character in Historic Heritage Precincts.

Figure TR-9 99 Percentile design vehicle



Cycle parking		
TR-S23	Minimum number of cycle parking spaces	
All Zones	1. The minimum number of cycle parking spaces shall be provided in accordance with Table TR-12.	Matters of discretion: 1. Effects on the safety, effectiveness and efficiency of the transport network, including the cycling network. 2. Cycle parking demand. 3. The availability of cycle parking in the vicinity of the activity. 4. Site limitations.
	Table TR-12 Minimum number of cycle parking spaces	
	Activity	Short stay / visitor
	Recreation activities, community facilities	0.1 per person that the site is designed to accommodate
	<u>Quarrying activities</u>	<u>0</u>
	Retail activity	Minimum 1, 0.1 per 100m ² GFA
	Healthcare facility	Minimum 1, 1 per 100m ² GFA
	Educational facility	Minimum 1
	Industrial activity	0
	Other commercial activities (including, but not limited to, offices)	Minimum 1, 0.05 per 100m ² GFA
		Minimum 1, 0.1 per staff member*

	* The number of staff members is the maximum number of full-time or part-time staff members on the site at any one time. Note 1: Short stay / visitor cycle parking requirements do not apply in the Town Centre Zone. Note 2: Where an existing building within the Town Centre or Neighbourhood Centre Zones is being used by a permitted activity the requirements outlined above do not need to be met.	
TR-S24	Cycle parking design	
All Zones	1. All cycle stands shall: a. be securely anchored to an immovable object; b. support the bicycle frame and front wheel; and c. allow the bicycle frame to be secured. 2. Cycle parking facilities shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, landscape planting, or any other use. 3. Cycle parking facilities shall: a. be easily accessible for users; b. not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; and c. be clear of vehicle parking or manoeuvring areas. 4. <u>TR-S24.1 – TR-S24.3 shall not apply to any cycle parking provided in association with any quarrying activities.</u>	Matters of discretion: 1. Effects on the safety, effectiveness, and efficiency of the transport network, including the cycling network. 2. Site limitations including building configurations. 3. User requirements in relation to security or duration of parking. 4. Compatibility with heritage character in Historic Heritage Precincts.
TR-S25	Trip-end facilities	

All Zones	1. All activities shall provide trip end facilities for active modes in accordance with Table TR-13, <u>except for quarrying activities where no minimum trip end facilities shall be required.</u>	Matters of discretion: 1. Effects on the safety, effectiveness, and efficiency of the transport network, including the cycling network. 2. Site limitations including building configurations. 3. User requirements in relation to security or duration of parking.							
	TR-13 Minimum end trip facilities <table><tr><th>Number of staff</th><th>Trip end facilities</th></tr><tr><td><25</td><td>None</td></tr><tr><td>25-50</td><td>1 shower 1 locker per 10 staff</td></tr><tr><td>>50</td><td>1 shower per 50 staff or part thereof 1 locker per 10 staff</td></tr></table>		Number of staff	Trip end facilities	<25	None	25-50	1 shower 1 locker per 10 staff	>50
Number of staff	Trip end facilities								
<25	None								
25-50	1 shower 1 locker per 10 staff								
>50	1 shower per 50 staff or part thereof 1 locker per 10 staff								

Loading		
TR-S26	Loading and standing space dimensions	
All non-residential activity	1. One loading space per site shall be provided with dimensions suitable for the largest vehicle anticipated on the site and in accordance with Table TR-14. 2. Where more than one large vehicle is anticipated on a site, then standing space or additional loading spaces for each additional vehicle shall be provided. 3. <u>TR-S26.1 and TR-S26.2 shall not apply to any quarrying activities.</u>	Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Site limitations including building configurations. 3. Loading and servicing demands.
Residential Activity	4. One loading space for a Small Rigid Vehicle shall be provided for any	

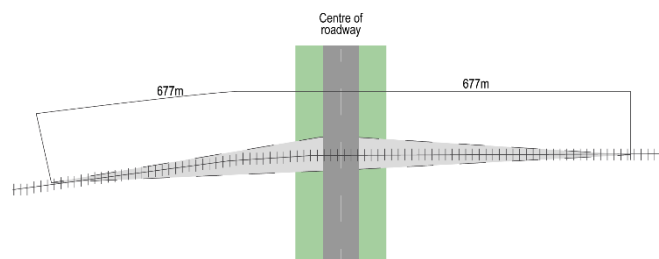
	residential site with more than 10 residential units.																									
	TR-14 Loading space dimensions <table><tr><th>Vehicle Type</th><th>Width (m)</th><th>Length (m)</th><th>Height clearance (m)</th></tr><tr><td>B99</td><td>3.0</td><td>6.0</td><td>3.5</td></tr><tr><td>SRV</td><td>3.5</td><td>6.4</td><td>3.5</td></tr><tr><td>MRV</td><td>3.5</td><td>8.8</td><td>4.5</td></tr><tr><td>HRV</td><td>3.5</td><td>12.5</td><td>4.5</td></tr><tr><td>AV</td><td>3.5</td><td>20.0</td><td>4.5</td></tr></table> Notes: 1. B99 design vehicle dimensions are based on NZS2890.1:2009. 2. SRV, MRV, HRV, and AV dimensions are based on NZS2890.2: 2018.		Vehicle Type	Width (m)	Length (m)	Height clearance (m)	B99	3.0	6.0	3.5	SRV	3.5	6.4	3.5	MRV	3.5	8.8	4.5	HRV	3.5	12.5	4.5	AV	3.5	20.0	4.5
Vehicle Type	Width (m)	Length (m)	Height clearance (m)																							
B99	3.0	6.0	3.5																							
SRV	3.5	6.4	3.5																							
MRV	3.5	8.8	4.5																							
HRV	3.5	12.5	4.5																							
AV	3.5	20.0	4.5																							
TR-S27	Loading and standing space access																									
All Zones	1. Circulation accessways to loading spaces shall be designed to accommodate the swept path of the largest vehicle anticipated on site and provide clearances of: a. 0.5m between the vehicle body and vertical obstructions; and b. 1m separation between vehicle bodies on two-way accessways. 2. Any required standing space shall not obstruct any space used for on-site queuing, loading, parking, or manoeuvring space. 3. Accessway gradients shall be in accordance with Table TR-15. 4. TR-S27.1 - TR-S27.3 shall not apply to any quarrying activities.	Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Site limitations including building configurations.																								
	Table TR-15 Loading space accessway gradients <table><tr><th>Vehicle Type</th><th>Maximum Gradient</th><th>Maximum rate of change of gradi</th></tr></table>		Vehicle Type	Maximum Gradient	Maximum rate of change of gradi																					
Vehicle Type	Maximum Gradient	Maximum rate of change of gradi																								

	B99	1:6.5 (15.4%)	1:12 (8.3%) in 4m of travel	
	SRV	1:6.5 (15.4%)	1:16 (6.25%) in 7m of travel	
	MRV	1:6.5 (15.4%)	1:16 (8.3%) in 7m of travel	
	HRV	1:6.5 (15.4%)	1:16 (8.3%) in 10m of travel	
	AV	1:6.5 (15.4%)	1:16 (8.3%) in 10m of travel	
Notes: SRV, MRV, HRV, and AV dimensions are based on NZS2890.2: 2018.				
TR-S28	Loading and standing spaces - construction and formation			
Rural zones, Māori Purpose Zone, and Future Urban Zone	1. For sites with four or fewer loading and standing areas, the loading and standing areas shall be formed to an all-weather standard, drained, and have a maximum gradient of 1:20 (5%). 2. For sites with more than four loading and standing areas, the loading and standing areas shall be sealed, drained, and have a maximum gradient of 1:20 (5%). 3. TR-S28.1 and TR-S28.2 shall not apply to any quarrying activities. Notes: Loose, large grade metal does not constitute an all weather standard.		Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Surfacing. 3. Drainage. 4. Gradient. 5. Signs and markings.	
All other zones	4. Loading and standing areas shall be sealed, drained and have a maximum gradient of 1:20 (5%). 5. Loading areas shall be signed and marked.		Matters of discretion: 1. Effects on the safety and efficiency of the site and the transport network. 2. Surfacing. 3. Drainage. 4. Gradient. 5. Signs and markings.	

High traffic generating activity thresholds				
TR-S29	High traffic generating activity thresholds			
All Zones	Table TR-16 HTGP (High Traffic Generating Activity) Thresholds			
	Type of Zone	Average Daily Traffic Generation Threshold	Peak Hourly Traffic Generation Threshold	Heavy Vehicle Movement Threshold
	General Residential Zone, Settlement Zone, Open Space and Recreation Zones	200 vpd	25 vph	10 hvpd
	All other zones	400 vpd	50 vph	50 hvpd
	The following table provides guidance on expected traffic generation for different activities to help determine whether an Integrated Transport Assessment (ITA) is likely to be required.			
	Table TR-17 Average Daily Traffic Generation Screening Table			
	Activity	200 vpd		400 vpd
	Residential Development	25 residential units		50 residential units
	Retirement Living	80 units		160 units
	Preschool	50 children		100 children
Schools (excluding preschools)	Full ITA			
Healthcare (excluding hospitals)	Basic ITA			
Hospitals	Full ITA			
Office	750m ² GFA	1,500m ² GFA		
Industrial (excluding transport depot)	2,500m ² GFA	5,000m ² GFA		
Transport Depot	Full ITA			

	Trade Supplier	750m ² GFA	750m ² GFA
	General Retail	200m ² GFA	400m ² GFA
	Large Format Retail	500m ² GFA	1,000m ² GFA
	Supermarket	Basic ITA	
	Café/Bar	50m ² GFA	100m ² GFA
	Service Station	Basic ITA	
	Table TR-18: ITA Type Requirement		
	Highest activity status of application		Type of ITA Required
	Permitted		Basic
	Controlled		Basic
	Restricted discretionary		Full
	Discretionary		Full
	Non-complying		Full

<u>TR-SXX</u>	<u>Sight lines at railway level crossings</u>	
<u>All Zones</u>	<u>Restart sight triangles at level crossings</u> <u>On sites adjacent to all rail level crossings, no building, structure, planting or visual obstruction shall be located within the shaded areas shown in Figure 1. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).</u> <u>Figure 1: Restart sight triangles for all level crossings</u>	



NOTES:
Drawing is not to scale
5m restart position is taken
from the outside rail track.

OBSTRUCTION FREE ZONE

Table 1: Required restart sight distances for Figure 1

<u>Required approach visibility along tracks A (m)</u>	
<u>Signs only</u>	<u>Alarms only</u>
<u>677m</u>	<u>677m</u>

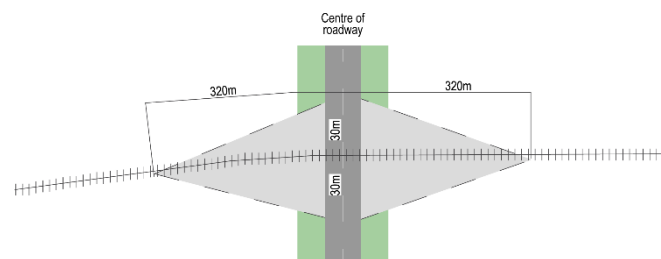
Advice Note:

The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.

Approach sight triangles at level crossings with Give Way signs: On sites adjacent to rail level crossings controlled by Give Way Signs, no building, structure, planting or other visual obstruction shall be located within the shaded areas shown in Figure 2.

Figure 2: Approach sight triangles for level crossings with "Give Way" signs



NOTES:
Drawing is not to scale

Distance A is taken from the
outside rail track.

 OBSTRUCTION FREE ZONE

Advice Note: The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Give Way signs so that a driver approaching a rail level can either:

- See a train and stop before the crossing; or
- Continue at the approach speed and cross the level crossing safely.

Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.

No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms. However, care should be taken to avoid developments that have the potential to obscure visibility of these alarm masts.

This is particularly important where there is a curve in the road on the approach to the level crossing, or where the property boundary is close to the edge of the road surface and there is the potential for vegetation growth.

TR-APP1 Integrated Transport Assessment Requirements				
	Description	Details Required	Basic ITA	Full ITA
1	Background	Description of proposal, purpose of ITA	√	√
2	Existing environment	Description of: site location site context surrounding land use	√	√
3	Existing transport infrastructure	Description of: site access and service arrangements surrounding road network/road hierarchy public transport network and facilities cycle network and facilities pedestrian network and facilities	√	√
4	Existing travel patterns	Description of: traffic volumes (annual, seasonal, daily, hourly as appropriate) intersection performance (turning volumes, queue lengths, delays, level of service) crash analysis (Minimum of five years)	√	√
5	Committed environment changes	Approved developments in the surrounding area Transport infrastructure improvement	√	√
6	Proposal Details	Description of: proposed activity site layout (access, circulation and parking) any proposed transport infrastructure staging (if applicable) servicing/loading arrangements end of trip facilities for active modes	√	√

TR-APP1 Integrated Transport Assessment Requirements				
	Description	Details Required	Basic ITA	Full ITA
7	Travel Demand Management	Travel Demand Management measures for any interventions and actions to influence travel behaviour, with the aim of minimising travel demand or redistributing demand from traditional car usage to more sustainable transport modes	√	√
	<u>Travel choice assessment</u>	a. <u>demonstrates how the use of public transport and active modes will be maximised; and</u> b. <u>demonstrates how the use of private vehicles will be minimised;</u>	√	√
8	Expected Travel Demands	Assessment of: traffic generation (daily, peak hours) heavy vehicle movements traffic distribution on the transport network Mode split	√	√
9	Transportation Effects	Assessment of effects on: safety for all travel modes traffic volumes effects on frontage road wider transport network (Full ITA1)	√	√
10	Mitigation Measures	Description of any proposed mitigation measures	√	√
11	District Plan	Assessment of compliance with District Plan Transport Rules	√	√
12	Strategic Framework	Assessment against relevant local, regional and national transport plans and strategies		√

TR-APP1 Integrated Transport Assessment Requirements				
	Description	Details Required	Basic ITA	Full ITA
13	Conclusions and recommendations	Summary of assessment with conclusions Recommended conditions of consent, if any	√	√

Notes:

It is recommended that the extent of any wide area assessment and the assessment methodology is agreed with Council in advance of lodging a resource consent application.

The level of detail in the basic or full ITA should be commensurate with the scale and significance of the proposal.

TR-APP2 Aerodrome Obstacle Limitation Surface Specifications

An Obstacle Limitation Surface (OLS) is an internationally accepted area to protect aircraft operations in and around an aerodrome. The obstacle limitation surfaces of an aerodrome are defined surfaces in the airspace above and adjacent to the aerodrome. The surfaces are primarily intended to protect the critical areas for the arrival and departure of aircraft using a runway.

The Civil Aviation Authority of New Zealand (CAANZ) Part 139 Advisory Circulars provide guidance on what OLS areas should include.

The areas originate from the ends and edges of the runway strip area which is a protection area around the runway.

CAANZ Advisory Circulars (ACs) provide acceptable means of compliance and guidance material for aerodrome operators on OLS in two documents:

- Advisory Circular AC139-6 Aerodrome Design Requirements: All Aeroplanes Conducting Air Transport Operations and All Aeroplanes above 5700 kg MCTOW
- Advisory Circular AC139-7 - Aerodrome Standards and Requirements: Aeroplanes at or below 5700 kg MCTOW–Non Air Transport Operations

Hood aerodrome has three runways with the main paved runway 60/24 designed to AC139-6 and grass runways 06/24 and 10/28 designed to AC139-7.

The following tables provide the OLS specifications for Hood Aerodrome. Reference should also be made to the Planning Maps.

Runway 06/24 – Paved

Runway 06/24	Existing Paved Runway Configuration (1250 x <u>3023m</u>)		Future Configuration (1550 x 30m)	
Design Guidelines	<u>CAA Advisory Circular AC139-6 Aerodrome Design Requirements: All Aeroplanes Conducting Air Transport Operations and All Aeroplanes above 5700 kg MCTOW</u> AC 139-07A – Aerodrome Design – Aeroplanes at or below 5700kg MCTOW.		AC 139-06A – Aerodrome Design – Aeroplanes above 5700kg MCTOW.	
Design Basis	1. Fan geometry is based on Chapter 2 – Land aerodromes night operations or instrument runway. 2. The origin of both the take-off and approach fans is from the ends of the 1310 x 90m strip as notified in the AIP. <u>1. Dimensions and slopes based on Tables 4-1 (Approach Runway) and Table 4-2 (Takeoff Runway) for a Code 3 Non-precision approach runway.</u> <u>2. The runway strip is 75 metres each side of the centre line.</u> <u>3. Only one surface is shown on the plan which combines the most demanding geometrical constraints of the approach and take-off fans.</u>		1. Fan Geometry is based on Tables 4-1 (Approach Runway) and Table 4-2 (Take-off Runway) for a Code 3 Non-precision approach runway. 2. The paved runway is extended by 540m to provide a total runway length of 1,550m (300m longer than currently declared). The additional 240m is included to allow for a future RESA at the western end of the runway. 3. A 150m wide runway strip is assumed. 4. Only one surface is shown on the plan, which combines the most demanding geometrical constraints of the two fans.	
Geometry Take-off & Landing Fans <u>Dimensions and slopes Take-off & Landing Fans</u>	Length of inner edge:	90m <u>150m (approach/take-off)</u>	Length of inner edge:	150m (approach/take-off)

Runway 06/24	Existing Paved Runway Configuration (1250 x <u>3023</u> m)		Future Configuration (1550 x 30 m)	
	Distance from runway end/threshold:	30m <u>60 m</u> (<u>appro</u> <u>ach/</u> <u>take-</u> <u>off</u>)	Distance from runway end/threshold:	60m (approach/take -off)
	Divergence:	4:10 <u>1:6.6</u> (<u>appro</u> <u>ach</u>)	Divergence:	4:6.6 (approach)
	Final Width:	690m <u>4,695</u> <u>m</u> (<u>appro</u> <u>ach</u>)	Final Width:	5,695m (approach)
	Length:	3,000 m <u>15,000</u> <u>m</u> (<u>appro</u> <u>ach/</u> <u>take-</u> <u>off</u>)	Length:	15,000m (approach/take -off)
	Slope:	4:40 <u>1:50</u> (<u>take-</u> <u>off</u>)	Slope:	1:62.5 (take- off)
Transitiona l Side Surface	Slope upwards and outwards from the side of the runway strip at a slope of 4:5 to 10m height above the strip.		Originates from the side of the safeguarded 150m wide runway strip and slopes upwards and outwards at a gradient of 1:7 extending until it reaches the inner horizontal surface. The elevation at the side of the strip is equal to the elevation of the adjacent runway centreline.	

Runway 06/24	Existing Paved Runway Configuration (1250 x 3023 m)	Future Configuration (1550 x 30m)
Inner Horizontal Surface	A surface located in a horizontal plane above the aerodrome and its environs. The surface is contained in a horizontal plane having its outer limits at a locus 2500m measured from the runway centre line. The plane is located 45m above the aerodrome or at an elevation of 148.7m.	A surface located in a horizontal plane above the aerodrome and its environs. The surface is contained in a horizontal plane having its outer limits at a locus 4000m measured from the periphery of the 150m safeguarded runway strip. The plane is located 45m above the aerodrome or at an elevation of 148.7m.
Conical Surface	N/A	A surface sloping upwards and outwards from the periphery of the inner horizontal surface. The lower edge is coincident with the periphery of the inner horizontal surface and rises 150m above the aerodrome to an elevation of 253.68m. It rises upwards and outwards from the periphery as a gradient of 1:20 (5%).
Notes:	1. The origin of the take-off and landing fans are coincident as specified in the advisory circular, at the end of the runway strip.	1. Take-off and landing fans are coincident as it is assumed that there will not be displaced thresholds. 2. The 1:62.5 slope is the recommended safeguarded slope for new obstacles if no objects penetrate the 1:50 slope as per AC139-06A para 4.2.11

Runway 10/28 – Grass

Runway 10/28	Existing Grass Runway Configuration (1042 x 30m) <u>Published in the Aeronautical Information Publication (AIP) for Masterton (NZMS)</u>	Future Configuration (1167 x 30m)
Design Guidelines	AC 139-07A – Aerodrome Design – Aeroplanes at or below 5700kg MCTOW. <u>CAA Advisory Circular AC139-7 - Aerodrome Standards and Requirements: Aeroplanes at or below</u>	AC 139-07A – Aerodrome Design – Aeroplanes at or below 5700kg MCTOW.

Runway 10/28	Existing Grass Runway Configuration (1042 x 30m) <u>Published in the Aeronautical Information Publication (AIP) for Masterton (NZMS)</u>		Future Configuration (1167 x 30m)	
	<u>5700 kg MCTOW–Non Air Transport Operations</u>			
Design Basis	1. Fan geometry is based on Chapter 3 –Land aerodromes day VFR operations. 2. The origin of the fans is from the ends of the 1042 x 30m grass runway as notified in the CAA AIP. <u>1. Day VFR Runway</u> <u>2. The runway strip is 55 metres overall.</u> <u>3. Only one surface is shown on the plan, which combines the most demanding geometrical constraints of the two areas.</u>		1. Fan geometry is based on Chapter 2 –Land aerodromes night operations or instrument runway. There is no intention to pave this grassed runway and it is assumed that it will be available for operations by aircraft below 5200 kg MCTOW only. 2. The grass runway is extended by 255m to the south east at the 28 end but must be shortened by 130m at the 10 end (refer to note 2 below). The total grassed runway length is therefore 1167m. 3. A 90 m wide runway strip is provided for night operations.	
Geometry Dimensions and slopes	Length of inner edge:	30m	Length of inner edge:	90m
	Distance from runway end/threshold:	0m –from end of grass runway <u>30m</u>	Distance from runway end/threshold:	30m
	Divergence:	1:20	Divergence:	<u>1:10</u>
	Final Width:	150m <u>175m</u>	Final Width:	<u>690m</u>
	Length:	1,200m	Length:	<u>3,000m</u>
	Slope:	1:20	Slope:	<u>1:40</u>
Transition al Side Surface	Slope upwards and outwards from the side of the runway strip at a slope of 1:4 to 2m height above the strip.		Slope upwards and outwards from the side of the runway strip at a slope of 1:5 to 10m height above the strip.	

Runway 10/28	Existing Grass Runway Configuration (1042 x 30m) <u>Published in the Aeronautical Information Publication (AIP) for Masterton (NZMS)</u>	Future Configuration (1167 x 30m)
Inner Horizontal Surface	N/A	A surface located in a horizontal plane above the aerodrome and its environs. The surface is contained in a horizontal plane having its outer limits at a locus 2500m measured from the runway centreline. The plane is located 45m above the aerodrome or at an elevation of 148.7m.
Conical Surface	N/A	N/A
Notes:	1. Take-off and landing fans are coincident as specified in the AC. 2. Thresholds are displaced as per the AIP 3. This runway is not available for night operations due to the lack of a 90m wide runway strip.	1. Take-off and landing fans are coincident as specified in the advisory circular, at the end of the runway strip located 30m from the end of the designated grassed runway surface. 2. In order to provide approximately 4.5–5.0m of clearance over South Road as is provided with the existing runway configuration, the 10 end of the runway must be relocated 130m to the southeast from its current location. 3. It would be possible to designate this runway for day operations only in which case the length of the runway would be (1042+255+30+30) 1357m. The safeguarding fans are however less restrictive and it is therefore proposed that the fans for the scenario discussed above be designated in the district plan.

Future Runway 14/32 – Grass

Runway 14/32	Future Grass Runway (500 x 30m)
Design Guidelines	AC 139-07A – Aerodrome Design – Aeroplanes at or below 5700kg MCTOW.

Runway 14/32	Future Grass Runway (500 x 30m)	
Design Basis	1. Fan geometry is based on Chapter 3—Land aerodromes day VFR operations. 2. The origin of the fans is from the ends of the 500 x 30m grass runway.	
Geometry	Length of inner edge:	30m
	Distance from runway end:	0m— from end of grass runway
	Divergence	1:20
	Final Width:	150m
	Length:	1200m
	Slope:	1:20
Notes:	1. This runway would not be available for night operations due to the lack of a 90m wide runway strip. 2. Take-off and landing fans are coincident as specified in the AC. 3. Runway has been realigned from decommissioned Runway 15/33 to avoid the G/A and Vintage Aviation Precinct.	

Existing Runways 06/24 Northern Vector — Grass

Runway 06/24	Existing Grass Runway 06/24 Southern Vector (1060 x 30m)	
Design Guidelines	AC 139-07A—Aerodrome Design—Aeroplanes at or below 5700kg MCTOW.	
Design Basis	1. Fan geometry is based on Chapter 3—Land aerodromes day VFR operations. 2. The origin of the fans is from both ends of the 1060 x 30m grass runway as notified in the CAA AIP.	
Geometry	Length of inner edge:	30m
	Distance from runway end/threshold:	0m— from end of grass runway
	Divergence:	1:20
	Final Width:	150m
	Length:	1200m
	Slope:	1:20

Notes:	1. Take-off and landing fans are coincident as specified in the AC. 2. Thresholds are displaced at the 24 end as declared in the AIP
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~~Future Runway 13/31 – Grass~~

Runway 13/31	Future Grass Runway (1040 x 23m)	
Design Guidelines	AC 139-6 – Aerodrome Design – Aeroplanes above 5700kg MCTOW.	
Design Basis	1. Fan Geometry is based on Tables 4-1 (Approach Runway) and Table 4-2 (Take-off Runway) for a Code 2B Non-Instrument (Daytime only). 2. The approach fan is lower than the take-off fan and is therefore the critical surface for obstacles. 3. The origin of the approach fans is 60m from the ends of the 1040m x 23m grass runway.	
Approach Fan Geometry	Length of inner edge:	80m
	Distance from runway end:	60m – from end of grass runway
	Divergence	1:10 (each side of fan)
	Final Width:	580m
	Length:	2500m
	Slope:	1:20
Notes:	1. This runway would not be available for night operations due to the lack of a 90m wide runway strip.	

Existing Runways 06/24 Northern Vector Runway 6/24 – Grass

Runway 06/24	<u>Existing Grass Runway 06/24 Southern Vector (1060 x 30m)</u> <u>Grass Runway Configuration (1060 x 30m)</u> <u>Published in the Aeronautical Information Publication (AIP) for Masterton (NZMS)</u>	
Design Guidelines	AC 139-07A – Aerodrome Design – Aeroplanes at or below 5700kg MCTOW.	

	CAA Advisory Circular AC139-7 - Aerodrome Standards and Requirements: Aeroplanes at or below 5700 kg MCTOW–Non Air Transport Operations	
Design Basis	1. Fan geometry is based on Chapter 3– Land aerodromes day VFR operations. 2. The origin of the fans is from both ends of the 1060 x 30m grass runway as notified in the CAA AIP. <u>1. Day VFR Runway</u> <u>2. The runway strip is 55 meters overall.</u> <u>3. Only one surface is shown on the plan, which combines the most demanding geometrical constraints of the two areas.</u>	
Geometry	Length of inner edge:	30m
	Distance from runway end/threshold:	0m– from end of grass runway <u>30m</u>
	Divergence:	1:20
	Final Width:	450m <u>175m</u>
	Length:	1200m
	Slope:	1:20
Notes:	1. Take-off and landing fans are coincident as specified in the AC. 2. Thresholds are displaced at the 24 end as declared in the AIP	