

7 INDUSTRIAL ZONE

7.1 Introduction

The Wairarapa contains a number of industrial areas, which are managed under a single Industrial Zone. Some of the industrial activities contained within the Zone are large-scale enterprises, employing many people and generating significant income for the area. Other activities are small scale, often located on small parcels of land, scattered within the towns.

The industrial activities contained within the Zone are an important resource for the Wairarapa, and consequentially for its social and economic wellbeing. The greenfields opportunities within the Industrial Zone (i.e., land zoned but not yet used for industrial purposes) also represent a significant potential for further development and growth in the Wairarapa.

Industrial activities can potentially create significant adverse effects on the immediate and wider environment. This is due in part to the nature of the processes and operations involved, as well as the impacts on the transport and service infrastructure, and the scale and utilitarian nature of the industrial buildings.

For example, industrial activities may generate high traffic volumes of both heavy and light vehicles, occupy large sites where much of the area is covered by structures or impervious surfaces, need large utilitarian buildings, and use expansive outdoor storage areas.

Some industrial activities generate high levels of noise, odour and dust. While such activities must also meet regional council requirements for discharges into the environment, it is preferable these activities are buffered by distance from potentially sensitive uses, particularly residential areas.

Preferably, industrial activities should be clustered within defined areas where they may operate and generate comparable effects relatively unhindered. Therefore, the Industrial Zone is separated as much as practicable from sensitive activities in other zones to protect the amenity in those zones. However, minimum levels of amenity should still be maintained within existing developed parts of the Industrial Zone, particularly those within the towns. Amenity values can be protected by noise standards, odour controls, screening, setback distances and other techniques, particularly in reference to visibility from major public arterial routes and from residential areas.

Most of the Industrial Zone is contained within the urban environment, with many industrial areas forming an integral part of Wairarapa's towns. However, there are a few large sites located in the rural environment. In particular, the industrial area at Waingawa, west of the State Highway 2 Bridge over the Waingawa River, is the Wairarapa's principal heavy industrial area, where large industrial activities have been co-located to concentrate the adverse effects and to take advantage of excellent road and rail accessibility, and labour market and services provided by the nearby towns. This area is a logical centre for further growth in large-scale industrial development, and therefore requires a certain amount of appropriately zoned greenfields land.

7.2 Significant Resource Management Issues

1. The effects of traffic generated by industrial activities, particularly heavy vehicles, can adversely affect the safe and efficient functioning

- of the road network, as well as the amenity values of neighbouring areas.
2. Where industry establishes in isolated pockets, and in close proximity to more sensitive land uses, the potential for conflict with residential or rural amenity values is increased. Conversely, reverse sensitivity issues can also arise where incompatible land use activities that are sensitive to the environmental effects of existing industrial activities establish in proximity to existing established industrial sites.
 3. The visual effects of industrial buildings, plant and other structures, including outdoor storage, can significantly degrade the amenity values and character of an area, particularly near residential neighbourhoods or along major public arterial roads, such as State Highway 2.
 4. There is a need to provide for future industrial development in locations that are adequately serviced and where environmental management costs can be minimised.
 5. Where not appropriately managed, the nature and scale of industrial activities may adversely affect adjoining areas and the environment. For example, potential adverse effects from contaminated discharges of stormwater can degrade waterbodies, while other effects such as odour, noise, lighting, waste, heavy traffic, services and the like, may degrade amenity values.

7.3 Objectives, Policies and Methods

7.3.1 Objective Ind1 – Provision for Industrial Activities

To provide for a wide range of activities within the Industrial Zone that can function efficiently within acceptable levels of environmental quality and amenity.

7.3.2 Ind1Policies

- (a) Provide adequate serviced land resources for the existing and future industrial development needs of the Wairarapa.
- (b) Enable a wide range of activities, including activities with adverse effects that may not otherwise be appropriate in other zones.
- (c) Impose sufficient controls over industrial activities, including structures, to avoid, remedy or mitigate any external adverse effects, particularly on residential and rural areas.
- (d) Discourage activities that could be unduly sensitive to the effects of industrial activities to be located within, or in close proximity to, the Industrial Zone.
- (e) Control industrial activities, including primary processing industries, which may have significant external environmental effects.
- (f) Over the long-term, promote sporadic industrial activities in primarily residential areas to relocate to areas in which there are minimal environmental management controls necessary.
- (g) Manage the visual effects of industrial activities on major arterial roads and within close proximity to Residential or Rural Zones.

Implemented through Method
1.1.1(a) and 1.1.1(d)

Implemented through Method
7.3.10(a), ~~7.3.10(g)~~ and
~~7.3.10(h)~~ 7.3.10(h) and 7.3.10(i)

Implemented through Method
7.3.10(a), ~~7.3.10(g)~~ and
~~7.3.10(h)~~ 7.3.10(h) and 7.3.10(i)

Implemented through Method
7.3.10(a), 7.3.10(b), ~~7.3.10(g)~~
and ~~7.3.10(h)~~ 7.3.10(h) and
7.3.10(i)

Implemented through Method
7.3.10(a), ~~7.3.10(g)~~ and
~~7.3.10(h)~~ 7.3.10(h) and 7.3.10(i)

Implemented through Method
7.3.10(a), ~~7.3.10(g)~~ and
~~7.3.10(h)~~ 7.3.10(h) and 7.3.10(i)

Implemented through Method
7.3.10(a), ~~7.3.10(g)~~ and
~~7.3.10(h)~~ 7.3.10(h) and 7.3.10(i)

- (h) **Manage the distributional effects of retailing within the Industrial Zone to maintain the viability of the Wairarapa town centres.**

*Implemented through Method
7.3.10(a), 7.3.10(f), ~~7.3.10(g)~~
and ~~7.3.10(h)~~ 7.3.10(h) and
7.3.10(i)*

7.3.3 Explanation

Industrial activities within the Industrial Zone range from large-scale manufacturing and processing plants, to small service providers and wholesalers. The environmental effects from such a wide range of activities can similarly vary considerably.

The importance of these activities to the wellbeing of the Wairarapa makes it critical to ensure that there is an adequate supply of industrially zoned land, not only to provide the certainty for existing activities to operate and expand in confidence, but also to provide suitably located and serviced land for future new activities to establish. Zoning also provides certainty to the wider community about the location of industrial activities and where the character of environmental effects may be expected to differ.

In general, it is appropriate to manage these activities under a single environmental zone, as most of the potential adverse environmental effects can be managed by consistent development and performance standards. These standards seek to provide for an acceptable level of amenity values within the Zone.

Separate standards are often required to minimise adverse effects of industrial activities on the amenity values of properties located outside the Industrial Zone, particularly in the Residential and Rural Zones.

Non-conformance with development or performance standards indicates that an activity may have unacceptable adverse effects: the resource consent process can therefore address and ascertain whether there are appropriate mitigation measures that could be imposed to avoid, remedy or mitigate any adverse effects to acceptable levels.

It should be noted that compliance with the standards in the Plan does not preclude compliance with Wellington Regional Council requirements (particularly discharge to air, water or land).

Some activities may be unsuitable in the Industrial Zone environment. In particular, residential activities within the Industrial Zone may compromise the function of adjacent industrial activities if they have to modify their operations to protect residential amenity values.

Industry with potential significant adverse environmental effects, such as could occur in primary processing facilities, are controlled separately to ensure that, cumulatively, the site is environmentally suitable for the proposed activity, and that adequate mitigation measures have been thoroughly identified.

The visual effects of industrial activities also need to be managed to maintain acceptable levels of amenity values, particularly if visible from residential or rural areas. Industrial development can also degrade the streetscape of major traffic routes in the Wairarapa, but the streetscape can be maintained and enhanced by careful siting and design of buildings, and effective screening and landscaping.

Uncontrolled retailing within the Industrial Zone may result in unintended distributional effects that could undermine the viability of the established retail areas within the town centres of the Wairarapa. Therefore some controls on

the scale of retail activity in the Zone are appropriate to ensure that there are no significant negative effects arising from such activity.

7.3.4 Objective Ind2 – Effects on Road Network and Infrastructure

To maintain the safe and efficient functioning of the roading network from the adverse effects of industrial activities within the Zone, and to ensure industrial land can be adequately and economically serviced by public infrastructure.

7.3.5 Ind2 Policy

Implemented through Method
7.3.10(a), ~~7.3.10(g) and~~
~~7.3.10(h) 7.3.10(h) and 7.3.10(i)~~

Implemented through Method
7.3.10(a), 7.3.10(c), ~~7.3.10(g)~~
~~and 7.3.10(h) 7.3.10(h) and~~
~~7.3.10(i)~~

Implemented through Method
7.3.10(a), ~~7.3.10(g) 7.3.10(h)~~
~~and 7.3.10(k) 7.3.10(h) 7.3.10(i)~~
~~and 7.3.10(j)~~

Implemented through Method
7.3.10(a), 7.3.10(d), ~~7.3.10(g)~~
~~and 7.3.10(h) 7.3.10(h) and~~
~~7.3.10(i)~~

- (a) Impose standards for new vehicle access and parking to avoid, remedy or mitigate any adverse effects on the safe and efficient functioning of the roading network.
- (b) Restrict access from future industrial development along key arterial roads, and promote the use of appropriate side roads with adequate capacity and connections to the road network.
- (c) To ensure new industrial development is adequately serviced by reticulated public water supply and wastewater (including trade waste).
- (d) For large areas of potential greenfields industrial development, provide a firm indication for future roading requirements, access limitations, and the protection of environmental assets.

7.3.6 Explanation

Large traffic volumes are a necessary part of the functioning of the Industrial Zone. Industrial activities should be located on roads with sufficient capacity to accommodate such traffic and without unreasonably adversely affecting the amenity values of nearby residential neighbourhoods. It is important sufficient on-site parking and safe access is provided for each activity, to ensure vehicle movements do not adversely affect the road network or surrounding activities.

However, on main arterial routes such as State Highway 2 and the Masterton Heavy Vehicle Bypass, new access directly onto the roads should be limited, with alternative access provided through other roads if suitable (in terms of capacity, connections to the road network and amenity values).

Industrial activities can place large demands on water supply and the disposal of wastewater. Industrial areas therefore need to be supplied with adequate reticulated services that can supply the anticipated need of industry. Financial contributions through the resource consent process for subdivision would facilitate the funding of such services, as would resource consent for primary processing activities which often place heavy demands on water supply and wastewater disposal.

Where there are large areas zoned for future industrial development, it is appropriate to require that the future structure of that development be identified prior to development occurring: for example, internal roading, any limitations on access to State Highways, and the protection of resources with environmental values such as wetlands and stream margins. For an area in

multiple ownerships, such as Waingawa, the District Plan should provide an overall development framework through Structure Plans. In areas under single land ownership, a concept development plan prepared by the developer would be required.

7.3.7 Objective Ind3 – Opaki Industrial Area

To provide for the efficient use and development of the Opaki Industrial Area in a manner that maintains and enhances the special amenity values of the vicinity, including those of the residences that overlook the area.

7.3.8 Ind3 Policies

- (a) Maintain the qualities of the Opaki Special Management Area by ensuring activities are consistent with the special amenity values of the area, including the high visual quality at the northern entrance to Masterton.
- (b) Provide a management framework for secondary industry in order to ensure that the development of the area occurs in accordance with the appropriate environmental standards.
- (c) Ensure the effects of residential and rural development are compatible with the existing and future uses of the area by providing for them as discretionary activities.
- (d) Maintain the qualities of the area by restricting all industrial activities with the potential to create significant adverse effects.

*Implemented through Method
7.3.10(a), ~~7.3.10(f)~~, 7.3.10(g)
and ~~7.3.10(h)~~ 7.3.10(i),
7.3.10(h) and 7.3.10(i)*

*Implemented through Method
7.3.10(a), ~~7.3.10(f)~~, 7.3.10(g)
and ~~7.3.10(h)~~ 7.3.10(i),
7.3.10(h) and 7.3.10(i)*

*Implemented through Method
7.3.10(a), ~~7.3.10(f)~~, 7.3.10(g)
and ~~7.3.10(h)~~ 7.3.10(i),
7.3.10(h) and 7.3.10(i)*

*Implemented through Method
7.3.10(a), ~~7.3.10(f)~~, 7.3.10(g)
and ~~7.3.10(h)~~ 7.3.10(i),
7.3.10(h) and 7.3.10(i)*

7.3.9 Explanation

The Opaki Special Management Area is an area of 5.9 hectares of land located on Opaki Road (State Highway 2) on the northern outskirts of the Masterton Urban Area. The area is an attractive northern entrance to Masterton, with a dense planting of mature trees.

This management area contains a long-established industrial use in the southern part, with the remainder of the site as yet undeveloped. Existing and potential future residential areas are located to the east, south and west. A system of connected reserves is being developed in the vicinity. The provisions of the Special Management Area recognise the special amenity values of the environment, particularly the treed landscape. It also recognises that, unlike other industrial areas, this area is overlooked by a number of residential properties that are located on a ridge to the east of the site.

Residential or secondary industrial development within the Opaki Special Management Area has to be consistent with the special qualities of the area, and must occur in a manner that maintains and enhances the special amenity values of this area. This policy requires a more prescriptive approach; through both development standards applying to new buildings and facilities, and the resource consent process to address more qualitative effects.

7.3.10 Objective Ind4 – Waingawa Industrial Area

To provide for the efficient use and development of the Waingawa Industrial Area in a manner that recognises the area's environmental qualities and its context

within the rural environment and its high profile location, as well as the potential infrastructural and access requirements of industry in this location.

*Implemented through Method
7.3.10(a), 7.3.10(e), 7.3.10(h)
and 7.3.10(i)*

*Implemented through Method
7.3.10(a), 7.3.10(e), 7.3.10(h),
7.3.10(i) and 7.3.10(k)*

*Implemented through Method
7.3.10(a), 7.3.10(e), 7.3.10(h),
7.3.10(i) and 7.3.10(k)*

*Implemented through Method
7.3.10(a), 7.3.10(c), 7.3.10(h)
and 7.3.10(i)*

*Implemented through Method
7.3.10(a), 7.3.10(h), 7.3.10(i)
and 7.3.10(j)*

7.3.11 Ind4 Policies

- (a) Provide for a range of industrial activities within the Waingawa Industrial Area.
- (b) Provide a management framework that provides for the integrated and coordinated expansion of the Waingawa Industrial Area so that the development of one part does not frustrate the development of other parts, and that, in the long term, the final form and functioning of the area is efficient and environmentally sustainable.
- (c) Ensure the efficient provision of services to meet the likely long-term needs of industry within the Waingawa Industrial Area.
- (d) Provide safe and efficient links to the District's transportation network, and an efficient network of connections within the Waingawa Industrial Area for vehicles, cyclists and pedestrians.
- (e) Maintain the amenity values and character of the surrounding area by ensuring industrial development recognises and appropriately addresses its rural context and neighbours through an appropriate form, location and pattern of built development, landscaping and planting.

7.3.12 Explanation

The Waingawa Industrial Area is an area of about 196 hectares of land located off State Highway 2 to the south of the Waingawa River, located near the northern boundary of Carterton District. The Waingawa Industrial Area is generally bounded to the south by State Highway 2, to the east by Norfolk Road, to the west by Wiltons Road, and by the Masterton Fault escarpment to the north. It also includes the industrial activities on the northern side of Norfolk Road, between the railway line and State Highway 2.

Much of the area is highly visible given the open landscape and location alongside the State Highway. In terms of connectivity, the area is well serviced by the road network, via Norfolk Road and State Highway 2, providing access to Masterton, Carterton and the wider region. The area has a railway line linking with Wellington, Hawkes Bay and the Manawatu. In terms of landscape and amenity, the presence of existing shelterbelts and the boulevard of Oak trees on Norman Avenue, as well as the Waingawa Wetland and Stream provide the area with natural assets that need to be maintained and enhanced.

The Waingawa Industrial Area has expanded over recent years, and now contains a range of industrial and servicing activities. However, the area is strategically located to provide for considerably more industrial growth, and, as part of the Wellington Regional Strategy, the Waingawa Industrial Area has been identified as the key area for future industrial growth in the Wairarapa. The District Plan has sought to provide for such growth by zoning a large area of undeveloped greenfields land at Waingawa to allow for a staged long-term expansion. It is anticipated that a wide range of different forms of industrial activities could locate within Waingawa, including light servicing activities

(such as goods storage and distribution) and resource processing, based on the Wairarapa's resources.

To ensure a coordinated and well designed pattern of development, the Waingawa Structure Plan provides the framework for future development in the area, based on a series of primary and secondary streets, principally accessed off Norfolk Road, with secondary limited access via Norman Avenue. As growth occurs in the area, a series of intersection and rail crossing upgrades will be required, as identified.

The existing pattern of shelterbelts is proposed to be enhanced through further tree planting, as is the existing protected avenue of oak trees on Norman Avenue. Landscaped buffer areas are proposed on the edges of the area, wide enough to allow for noise bunds if necessary. The Waingawa Wetlands are to be protected and enhanced, including a minimum 20m wide margin around its perimeter. The Waingawa Stream would form the focus of an arterial open space greenway, which would also provide for peak stormwater retention areas.

A wide range of industrial and servicing activities is permitted in the Waingawa Industrial Area, provided that such subdivision and/or development is consistent with the Waingawa Structure Plan. In particular, subdivision or development will be managed to ensure it does not prevent the long-term realisation of roading and development within the area in accordance with the Structure Plan. A staged programme of infrastructure development underlies the Structure Plan to ensure that growth is supported by a coordinated and efficient system of services.

The Waingawa Design Guide is to be used in the assessment of any resource consent for development within the area.

7.3.103 Methods to Implement the Industrial Zone Policies

- (a) Development and performance standards for permitted activities to protect the function of the Industrial Zone and to establish an acceptable level of amenity values.
- (b) Controls to limit new residential units from establishing within the Industrial Zone.
- (c) Controls on new development located on key public roads, limiting further access.
- (d) Use of structure plans and concept development plans to establish an appropriate and coordinated development framework for greenfields development.
- (e) Use of a Design Guide for managing development within the Waingawa Industrial Area.
- (f) ~~(e)~~ Controls on the scale of retailing activity to minimise the adverse distributional effects on the viability and functioning of town centres.
- (g) ~~(f)~~ Controls on new development within the Opaki Special Management Area to protect the area's special amenity values.

- (h) ~~(g)~~ Assessment of environmental effects through the resource consent process for activities that do not comply with the performance standards.
- (i) ~~(h)~~ Conditions on resource consents, including consent notices on Certificates of Title, to control the effects of activities.
- (j) ~~(i)~~ Education and information about environmental standards associated with the Industrial Zone.
- (k) ~~(j)~~ Financial contributions.
- (l) ~~(k)~~ Compliance with NZ Standard 4404: 2004 *Land Development and Subdivision Engineering* to ensure a suitable standard of infrastructure.
- (m) ~~(l)~~ Allocation of funds through the Strategic and Long Term Council Community Plan (LTCCP) processes for projects and initiatives to support the policies.
- (n) ~~(m)~~ Other legislation and Council bylaws.

7.3.144 Principal Reasons for Adoption

Industrial activities typically generate environmental effects that would not be acceptable in other environmental zones, such as a higher level of noise emissions, heavy vehicle movements and the visual effects of buildings, plant and signs. However, a minimum level of amenity values is required for industrial areas, particularly those areas along major public arterial roads, to ensure an acceptable level of visual amenity is maintained, the safety and efficiency of the road network is maintained, and the amenity values of residential properties are not unreasonably compromised by industrial emissions.

Therefore, a series of permitted activity standards have been set, which establish a baseline for protecting these expectations, while also enabling a range of existing and potential new activities to occur without undue impediment. Failure to meet one or more of the standards will necessitate resource consent, at which time an assessment of environmental effects will be required.

A standards-based approach recognises that changes will occur in the zone over time as market forces and industry practices change. Conformance with such standards should ensure that the character, amenity, vitality and function of the Industrial Zone would be maintained and enhanced, while allowing for a range of activities to occur. It should also provide a generally acceptable level of amenity for adjacent properties outside the Industrial Zone, particularly within the Residential Zone.

The Opaki Special Management Area is managed as a separate area within the Industrial Zone to ensure activities and development are controlled so that the special qualities of the vicinity are maintained and enhanced. In particular, controls are required to ensure that developments are designed and constructed with respect to their impact on the character and amenity values of the Opaki Special Management Area, having regard to its gateway location to northern Masterton, the amenity provided by the existing planting in the area, and the proximity of residences on the hills overlooking the Area.

The Waingawa Industrial Area is managed as a separate area within the Industrial Zone to ensure development and expansion within the area occurs

in an integrated and coordinated manner that provides flexibility for a range of industrial activities to be accommodated. The development framework is provided through the Waingawa Structure Plan, accompanying design guide and through area-specific controls.

Outside controls imposed through the district plan, there are a range of other methods that can be applied to support the objectives and policies for the Industrial Zone. In particular, the Councils will work with the sector to promote good design and environmental outcomes. The Councils will also be active in planning for and investing in infrastructure and services as necessary.

7.4 Anticipated Environmental Outcomes

- (a) An internal level of environmental quality within the Zone that is of a scale, amenity and character that the community generally accepts.
- (b) The screening of industrial activities from major public roads so that new development does not create adverse impacts in terms of building scale, overshadowing or obtrusive features in the landscape.
- (c) Maintenance of amenity values in adjoining zones from the adverse effects of activities within the Industrial Zone.
- (d) The amenity values of the wider environment are protected from the adverse effects of emissions from activities, such as dust and noise.
- (e) The road network and servicing infrastructure has adequate capacity and connections to safely and efficiently function while supporting the needs of industrial activities.
- (f) Provision for some retailing in association with industrial activities or at a scale or location which protects the ongoing viability and functioning of the Wairarapa town centres.
- (g) The various activities in the Opaki Special Management Area can develop and/or operate effectively in a manner that maintains the characteristics of the vicinity, particularly the scale and special character of the vicinity.
- (h) The provision of buffer areas, landscape treatment, tree planting other features that maintains the level of amenity and special character of the Opaki Special Management Area, and protects residential properties from any adverse effects of activities.
- (i) Over the long-term, a reduction in the amount of scattered small pockets of industrial activities within or close to residential areas.
- (j) Provision of a wide range of industrial activities in the Waingawa Industrial Area that protects the area's natural assets and the amenity values and character of its rural context, and the safe and efficient functioning of the area's roading and rail network.

7.5 Industrial Zone – Rules and Standards

7.5.1 Permitted Activities

The following are Permitted Activities:

- (a) Any activity listed as a District Wide Permitted Activity in the rules in Section 21.1, and which complies with the relevant standards in those rules and Section 7.5.2, and which is not otherwise specified as a controlled, restricted discretionary, discretionary or non-complying activity under Sections 7.5 or 21. *Policy 7.3.2(b)*
- (b) Any activity not listed as a District Wide Permitted Activity in the rules in Section 21.1, and which complies with the relevant standards in Section 7.5.2, 7.5.3 and 7.5.4, and which is not otherwise specified as a controlled, restricted discretionary, discretionary or non-complying activity under Sections 7.5 or 21. *Policy 7.3.2(b)*
- (c) Except that in the Opaki Special Management Area, where permitted activities shall be limited to the following provided they comply with the standards specified in Rule 7.5.3. *Policy 7.3.8(a)*
- (d) Secondary industry, except any industry listed in Rule 7.5.7 (a)(i) as a non-complying activity;
- (e) Reserves and recreational facilities;
- (f) Community amenity facilities;
- (g) Parking areas.

7.5.2 Standards for Permitted Activities

Permitted activities shall comply with all of the following standards for the Industrial Zone, **except** for those within the Opaki Special Management Area that are subject to the standards in Rule 7.5.3, and those within the Waingawa Industrial Area that are subject to the standards in Rule 7.5.4:

- (a) **Maximum Building Height** *Policy 7.3.2(c)*
 - (i) 15 metres.
- (b) **Maximum Height to Boundary** *Policy 7.3.2(c) and 7.3.2(g)*
 - (i) For sites adjoining the Residential Zone, the building shall meet the height recession requirement for the Residential Zone in relation to the relevant boundary. This shall not apply to road boundaries.
- (c) **Minimum Building Setback** *Policy 7.3.2(c) and 7.3.2(g)*
 - (i) 5 metres from all boundaries adjoining another zone;
 - (ii) 5 metres from any waterbody;
 - (iii) In the South Wairarapa District, 20 metres from the banks of any river and stream whose bed has an average width of 3 metres or more. (Note: For the purpose of this rule, 'bed' is the definition applied in Section 2 of the Resource Management Act for a 'bed' in relation to any river for the purposes of esplanade reserves).

Policy 7.3.2(c) and 7.3.2(g)

- (iv) 25 metres from any Significant Waterbody listed in Appendix 1.9.

(d) Maximum Fence Height

- (i) 1.8 metres for fences, walls and screens on any boundary with the Residential Zone or Rural Zone, except at road intersections of Strategic Arterial roads identified on the Roding Hierarchy on the Planning Maps, no obstruction exceeding 1.0 metre in height is permitted within a 6.0 metres by 6.0 metres triangle measured from a boundary intersection point (Refer Figure 32.1 in Appendix 5).

Policy 7.3.2(c) and 7.3.2(g)

(e) Noise Limits

- (i) The sound level from activities within any site in the Industrial Zone shall not exceed the following limits within any measurement time interval in the stated time frames when assessed at any point within the notional boundary of any dwelling on any site within the Rural Zone, or at any point within the boundary of any site in a Residential Zone:

Daytime	7.00am – 7.00pm	55dBA L10
Nighttime	7.00pm – 7.00am	45dBA L10
	9.00pm – 7.00am	75dBA Lmax

- (ii) All sound levels shall be measured in accordance with NZS 6801:1999 *"Acoustics – Measurement of Environmental Sound"*, and assessed in accordance with NZS 6802:1991 *"Assessment of Environmental Sound"*.

Policy 7.3.2(c) and 7.3.2(g)

(f) Signs

- (i) Any permanent sign shall be permitted provided it complies with the following standards:
- (1) The sign must be located fully within the site of which it is located;
 - (2) No more than one free-standing sign, up to 7.5m in height and 6m² in area (all faces) per site;
 - (3) No sign is to face an adjoining or opposite (across a road) site zoned Rural or Residential;
 - (4) Where a sign is affixed to a building, the sign shall comply with the maximum height and setback requirements;
 - (5) All signs must comply with the sight distance requirements in Appendix 5;
 - (6) No sign shall be located where it conceals the visibility of an existing official sign or traffic-controlling device;
 - (7) No sign shall be affixed to the exterior of any heritage item listed in Appendix 1.7 Heritage Items.

Exception:

- (ii) Official Traffic Signs are excluded from complying with the above standards provided they comply with the Land Transport

Rule: Traffic Control Devices 2004 and the Manual of Traffic Signs and Marking (MOTSAM).

(g) Roads, Access, Parking and Loading Areas

Policy 7.3.2(c) and 7.3.5(a)

- (i) Compliance with the standards in Appendix 5 Requirements for Roads, Access, Parking and Loading.

(h) Landscape and Screening

- (i) An industrial activity shall provide effective screening from any site zoned Residential, Rural or Commercial that is adjoining or opposite (across a road). The screening shall be no less than 1.8m in height, comprising either a densely planted buffer of at least 2 m width or a solid fence or wall.

Policy 7.3.2(c) and 7.3.2(g)

- (ii) Any outdoor storage or vehicle parking or servicing area of more than 10m² that is visible from a site zoned Residential, Rural or Commercial, or from a formed public road, shall be effectively screened from that site/road in accordance with the methods set out above.

(i) Retail Activities

- (i) For any retail activity not associated with the retailing of products assembled or manufactured on the same premises, the maximum cumulative area of gross retail floor space is 800m² on any site or contiguous area within one building.

Policy 7.3.2(h)

7.5.3 Standards for Permitted Activities in the Opaki Special Management Area

Within the Opaki Special Management Area, all permitted activities shall comply with all Industrial Zone and District-wide permitted activity standards, except where the following applies:

(Under this rule, Area A refers to the southern part of the Area, described as Part Lot 1, DP 10433 and Lot 5, DP 1135, while Area B refers to the northern part of the Area, described as Lots 1 to 9, DP 19430).

(a) Development Standards

Policy 7.3.8(a)

(i) Maximum Height

The maximum height of any building or structure shall not exceed:

- (1) Within 25 metres of the boundary of State Highway 2, a height of 146 metres above mean sea level, Wellington Datum 1953;
- (2) For the balance of the area, a height of 148 metres above mean sea level, Wellington Datum 1953.

(Note: These levels represent a height of approximately 9 metres and 11 metres respectively above the road level of State Highway 2 at the southern boundary).

(ii) Site Coverage

Policy 7.3.8(a)

- (1) For Area A, the maximum site coverage of buildings shall be 50%.
 - (2) For Area B, the maximum site coverage of buildings shall be 40%.
- (iii) Building Bulk
 - (1) For Area B, no building shall exceed a volume of 30,000 cubic metres.
- (iv) Building Setback
 - (1) For Area B, all buildings shall be set back a minimum distance of 15 metres from the front boundary with State Highway 2.
- (v) Signs
 - (1) No signs on the site shall be displayed so as to be visible from the south and east of the site, including any signs painted or mounted on a roof.
- (b) Building Design**
- (i) Eaves
 - (1) All buildings shall have eaves, of at least 600mm width.
- (ii) Building colour
 - (1) The external building colour of any cladding, including roofs, shall be limited to the following British Standard paint colours:
 - (a) 08B17, 09B19, 08B21, 08B23, 08B25, 08B27, 08B29; or 10B17, 10B19, 10B21, 10B23, 10B25, 10B27, 10B29; or 12B19, 12B21, 12B23, 12B25, 12B27, 12B29.
- (iii) Roofs
 - (1) All roofs shall have slopes of at least 10 degrees.
 - (2) Where the gable roof slope exceeds 30 degrees, the ends of the gable, above the main external wall, shall be covered by either:
 - (3) A cladding that is different to the cladding used for the main external wall which provides contrasting lines, texture, patterns or colour, or
 - (4) A surface material attached to the cladding, such as latticework or false windows.
- (iv) Cladding
 - (1) For any continuous surface area of external wall of more than 200m² surface area, that is unbroken by recesses, setbacks or changes in aspect, no more than 75% of that area of façade (excluding basement or foundation walls) may be clad with the same material, unless at least 25% of the wall/façade is either:

- (a) Clad with the same material but with a different orientation that provides contrasting lines or patterns; or
- (b) Is of a different colour to the rest of the façade; or
- (c) Is covered by a surface structure such as trellising or other surface feature.

(c) Screening and Landscape Treatment

Policy 7.3.8(a)

Screening and landscape treatment shall be provided in the Opaki Special Management Area to comply with Rule (h) as well as the following standards:

(i) Planted Areas

- (1) No less than 15% of Area A shall be landscaped with either gardens and/or lawn, which may include any area of planting required under (ii) below.

(Note: the removal or destruction of any tree(s) listed in Appendix 1.4, Schedule of Protected trees in the Opaki Special Management Area, is a restricted discretionary activity under Rule Error! Reference source not found.).

- (2) No less than 25% of Area B shall be landscaped with plantings and lawn, which may include any area of planting along boundaries required under (ii) below.

(ii) Boundary Planting

Subject to all requirements of this Plan relating to access sightlines and planting restrictions:

- (1) In Area A, there shall be an area of at least 4.5 metres in width along any boundary with State Highway 2 that shall be planted, with at 50% of that area planted in species that will reach a height of at least 5 metres on maturity, except that this shall not apply to accessways.
- (2) In Area B, there shall be an area landscaped with planting and lawn along the front boundary with State Highway 2, with a minimum depth of 15 metres. At least 50% of this area shall be planted and, within that 50%, at least 50% in area shall be planted with species that will reach a height of at least 5 metres on maturity.
- (3) In Area B, no less than 40% of the length of any external boundary of the Opaki Special Management Area, other than with State Highway 2, shall be planted to a minimum width of 4.5 metres.

(d) Operational Standards

Policy 7.3.8(a)

- (i) Noise: (generated within the Opaki Special Management Area and received outside the site).

- (1) No activity may generate noise that exceeds the following limits when measured at any point within any site outside the Opaki Special Management Area but noise is generated within the Area:

- (a) At all times 75dBA (L10);
- (b) Notwithstanding (a) above, no activity on the site shall be permitted which results in a sound level being received at any point within the notional boundary of any dwelling on any site within the Rural Zone, and at any point within the boundary of a site within a Residential Zone in excess of that specified below:

Daytime	7.00am – 7.00pm	55dBA L10
Nighttime	7.00pm – 6.00am	45dBA L10
	7.00pm – 7.00am	75dBA Lmax
	6.00am – 7.00am	50dBA (L10), except Sundays, which shall be 45dBA (L10)

- (c) All sound levels shall be measured in accordance with NZS 6801:1999 *"Acoustics – Measurement of Environmental Sound"*, and assessed in accordance with NZS 6802:1991 *"Assessment of Environmental Sound"*.

7.5.4 Standards for Permitted Activities in the Waingawa Industrial Area

Within the Waingawa Industrial Area, all permitted activities shall comply with all Industrial Zone and District-wide permitted activity standards, except where the following applies:

Policy 7.3.11(e)

(a) Development Standards

(i) Maximum Height

Within 25 metres of the boundary of State Highway 2, no building or structure shall exceed 10 metres

(ii) Site Coverage

The maximum site coverage of impervious hard surfaces including buildings, car parks, service and outdoor storage areas and access ways shall be 80%.

(iii) Building Bulk

Any buildings more than 5m in height and within 100m of the boundary of Wiltons Road shall not exceed a volume of 20,000 cubic metres.

(iv) Building Setback

1. All buildings and structures shall be set back a minimum distance of:

- (a) 15 metres from the boundary with State Highway 2.
- (b) 35 metres from the boundary with Wiltons Road.
- (c) 10 metres from the boundary of Norfolk Road and with any site zoned Rural.

(v) Building Separation Distances

All buildings and structures within 100 metres of the boundary of Wiltons Road shall have a minimum distance of 15 metres from other buildings.

(b) Landscape and Screening

Policy 7.3.11(e)

(i) Boundary Planting

Subject to all requirements of this Plan relating to access sightlines and planting restrictions:

- (2) Except for those areas identified as buffer area on the Waingawa Structure Plan in Appendix 12, an activity shall provide effective screening from any site zoned Rural that is adjoining or opposite (across a road). The screening shall comprise either a solid fence or wall of at least 2 metres in height and/or a densely planted buffer of at least 2 metres width, with at least 50% of that area planted in species that will reach a height of at least 2 metres on maturity and provide effective screening.
- (3) Any development on any site adjoining State Highway 2 or on any site zoned Rural shall provide a landscaped buffer area in accordance with the Waingawa Structure Plan in Appendix 12. The screening shall comprise either a densely planted buffer with at least 50% of that area planted in species that provides effective screening and will reach a height of at least 2 metres on maturity.

(c) Signs

(i) Subject to all requirements of this Plan relating to signs:

Policy 7.3.11(e)

- (1) Where a sign is affixed to a building, the sign shall not exceed 20m² in total face area, with the maximum height from ground level not exceeding 5m.
- (2) No advertising signs are to be located in Landscape Buffer and Greenway areas, as shown on the Structure Plan in Appendix 12.

7.5.4.5 Controlled Activities

The following are Controlled Activities:

(a) Any activity involving relocating a principal building

Policy 7.3.2(c) and 7.3.2(g)

The matters over which control is reserved are:

- (i) Siting, design, and exterior condition;
- (ii) Screening and landscape treatment;
- (iii) Bonds;
- (iv) Transportation route.

~~Policy 7.3.2(c), 7.3.2(g) and
7.3.5(d)~~

- ~~(b) Any activity within the Waingawa Industrial Area that is consistent with the Waingawa Industrial Area Structure Plan in Appendix 12 and an approved Development Concept Plan.~~

~~The matters over which control is reserved are:~~

- ~~(i) Screening, planting and landscape treatment;~~
- ~~(ii) The siting, external appearance and design, likely to be visible from a public road~~
- ~~(iii) Roading, access and parking;~~
- ~~(iv) Protection of natural areas and notable trees;~~
- ~~(v) Noise, dust and odour management.~~

Assessment Criteria

Controlled activities will be assessed under the relevant assessment criteria set out in Section 22.

Notification and Service of Applications

An application for resource consent for controlled activities made under this rule need not be notified; and need not be served on affected persons.

Note:

All the standards for permitted activities in Rule 7.5.2 must be met.

7.5.5.6 Restricted Discretionary Activities

The following are Restricted Discretionary Activities:

- (a) Any permitted or controlled activity that does not meet one or more of the standards for permitted or controlled activities.

Discretion is restricted to the following matters:

- (i) Avoiding, remedying or mitigating of any effects deriving from non-compliance with the particular standard(s) that is not met.

- (b) Any retail activity with a gross floor area from 800m² up to 2,000m².

Discretion is restricted to the following matters:

- (i) Siting of any building;
- (ii) Design and location of the access;
- (iii) Location, size and effects of any signage;
- (iv) Amenity and visual effects;
- (v) Landscaping and screening;
- (vi) Noise generated by the activity;
- (vii) Changes in the type and amount of traffic;
- (viii) Servicing and infrastructure requirements;

Policy 7.3.2(c) and 7.3.2(g)

Policy 7.3.2(c) and 7.3.2(g)

- (ix) Effects on the viability of the existing town centres of Featherston, Martinborough, Greytown, Carterton and Masterton.

Assessment Criteria

Restricted Discretionary activities will be assessed against the relevant assessment criteria set out in Section 22.

7.5.6-7 Discretionary Activities

The following are Discretionary Activities:

- (a) Except for the Opaki Special Management Area, the following are discretionary activities
 - (i) Any activity listed in the Schedule of Primary Industry in Appendix 4.
 - (ii) Any residential unit.
 - (iii) Any activity within the Waingawa Industrial Area that is not consistent with the Waingawa Industrial Area Structure Plan in Appendix 12., ~~and does not have an approved Development Concept Plan under Rule 21.4(m).~~
 - (iv) Any retail activity with a gross floor area, 2,000m² and over.
- (b) In the Opaki Special Management Area
 - (i) Any activity that is a permitted activity in the Rural or Residential Zones.
 - (ii) The removal or destruction of any tree(s) listed in Appendix 1.4 Schedule of Protected Trees in the Opaki Special Management Area.
 - (iii) Any activity that is not listed as a permitted, restricted discretionary or non-complying activity.

*Policy 7.3.2(c) 7.3.2(d), ~~and~~
7.3.2(e) and 7.3.11(e)*

*Policy 7.3.11(b), 7.3.11(c),
7.3.11(d) and 7.3.11(e)*

*Policy 7.3.8(a) 7.3.8(b) and
7.3.8(d)*

Assessment Criteria

Discretionary activities will be assessed against, but not limited to, the relevant assessment criteria set out in Section 22.

7.5.7-8 Non-Complying Activities

The following are Non-Complying Activities:

- ~~(a) Except for the Opaki Special Management Area, the following are non-complying activities~~
 - ~~(i) Any activity within the Waingawa Industrial Area that is not consistent with an approved Development Concept Plan under 2.1(m).~~

*~~Policy 7.3.2(c) 7.3.2(d) and
7.3.2(e)~~*

~~(b)~~ (a) In the Opaki Special Management Area

- (i) Primary industries as listed in Appendix 4, Schedule of Primary Industries.
- (i) Except as ancillary to permitted activities, any industry listed in Appendix 4, Schedule of Other Industries in the Opaki Special Management Area.

*Policy 7.3.8(a) 7.3.8(b) and
7.3.8(d)*

Assessment Criteria

Non-complying activities will be assessed against, but not limited to, the relevant assessment criteria set out in Section 22.

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PART B – DISTRICT-WIDE ISSUES

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18 SUBDIVISION, LAND DEVELOPMENT & URBAN GROWTH

18.1 Introduction

Subdivision is the precursor and necessary part of the land development process. This process normally involves intensifying or redeveloping activities, forming new lots with their own property rights, with servicing and access requirements.

Subdivision often establishes the future pattern of land use in an area, with individual and cumulative effects on the environment, such as changes in character, increased traffic movements on local roads, and potentially increased risks from natural hazards. The size and pattern of lots are therefore a critical influence on the overall landscape, character and amenity values of the environment, and in the long-term sustainable management of the Wairarapa's environment. Providing for innovation and flexibility in subdivision design enables good, site-responsive design principles to be used to create an attractive environment, minimising the adverse effects on the environment. Subdivision in or near an area which has indigenous flora and fauna values can adversely impact on these values if not designed and constructed carefully.

Often the restraining factor for land development is the availability of infrastructure or the ability to provide new infrastructure and essential services, such as stormwater disposal, water supply, wastewater systems, roads and reserves. These services need to be provided at a suitable level to avoid adverse effects on the environment (such as from the discharge from septic tanks) and to protect community investment in infrastructural assets.

When new activities and development connect to existing systems, demand increases, gradually reducing the systems' surplus capacity, until the maximum capacity is reached, at which time upgrades or extension of infrastructure is needed. While this process generally applies in urban areas, it also occurs in rural area, such as the demand on roads that may not have the capacity to accommodate increased traffic.

The subdivision and land development process therefore needs to ensure that the effects on infrastructure are addressed through contributions towards the costs of upgrading, connecting and providing new infrastructure. Such contributions may be sought as financial contributions under the RMA through the resource consent process or as development contributions under the Local Government Act.

The primary purpose of financial contributions is to ensure development adequately pays for the cost of the additional demand placed on community assets, including:

1. **Reserves Contributions** – Contributions towards meeting the additional demand placed on a district's reserve assets, such as sports fields, parks and open space, and biodiversity.
2. **Infrastructure Contributions** – Contributions towards meeting the additional demand placed on network infrastructure such as roading, water supply, stormwater disposal, and sewage disposal networks.

Financial contributions may also be sought to avoid, remedy or mitigate other potential effects of development, such as visual impacts through requirements for landscape treatment and planting or the protection of trees and remnant indigenous forest.

Esplanade reserves and esplanade strips are a form of contribution to avoid, remedy or mitigate adverse effects created when land is developed adjacent to waterbodies or the sea. It is obligatory to set land aside for esplanade reserves/ strips under the Act. Esplanade reserves/strips have a wide range of purposes, including natural hazards mitigation, public access, protecting natural habitats, values and character, and water quality management. Esplanade reserves are usually created along the margins of significant waterbodies, such as the coast, lakes and principal rivers, while esplanade strips are most effective in circumstances where private ownership is to be retained (for example, to ensure ongoing farming operations).

Given subdivision alters the land use framework, the management of the subdivision process is critical to the effective long-term environmental management of the Wairarapa. It provides an effective way to influence how the effects of land use can be avoided or mitigated, particularly through standards for development and through conditions of resource consent.

Managing subdivision and land development is also a key factor in the sustainable management of the Wairarapa's urban environment, both in terms of changes to the existing urban fabric – such as by residential infill – and changes to the spatial extent of towns. The permanency of such changes makes it imperative to carefully consider the likely effects of development, including the cumulative effects. While it is important for opportunities for growth to be provided throughout the Wairarapa, the potential interaction with other areas within the Wairarapa need to be fully addressed.

Another issue concerning subdivision and land development is the reverse sensitivity phenomenon, by which a new land use establishes near existing activities. The existing activity may create an adverse effect on the new activity's amenity values. In the rural parts of the Wairarapa, this usually occurs when residential land uses are developed near activities that create effects such as noise, dust, and odour. Such changes therefore can cause constraints on the ongoing operation of rural production and service activities. The need to provide such lifestyle opportunities in a manner that protects the rural character while maintaining and enabling primary production to operate without unreasonable restriction is a key challenge in the management of the rural environment.

Use and development of contaminated land must be carefully managed and controlled to ensure that potential adverse effects on users of that land from contaminants are avoided or remedied (for the Objective, Policies and Methods relating to contaminated land refer to 'Chapter 15 Hazardous Substances').

18.2 Significant Resource Management Issues

1. New subdivision and development increases demand on essential infrastructure, such as reserves, water supply, wastewater disposal and roads, resulting in the need to upgrade and extend infrastructure – identifying, planning and recovering such costs over the long-term is important to sustainable management.

2. Subdivision and development can adversely affect the landscape, character amenity and natural values of the environment, if the scale, intensity and design of such development are not addressed. Infrastructure servicing subdivision and development can have positive and adverse effects on the environment.
3. Subdivision and development can result in increasing amenity conflicts between new and established land uses.
4. Subdivision and land development can result in activities that impinge on the ability of rural activities to utilise the natural resources of the Wairarapa.
5. Subdivision and development can adversely affect historic heritage places and sites, including archaeological sites and sites of significance to iwi.

18.3 Objectives, Policies and Methods

18.3.1 Objective SLD1 – Effects of Subdivision & Land Development

To ensure subdivision and land development maintains and enhances the character, amenity, natural and visual qualities of the Wairarapa, and protects the efficient and effective operation of land uses and physical resources.

18.3.2 SLD1 Policies

- (a) Manage subdivision and land development in a manner that is appropriate for the character and qualities of the environmental zone in which it is located, while recognising that such change may alter the character and qualities.
- (b) Provide subdivision where it is compatible with the physical characteristics of the site, provided any adverse environmental effects are avoided, remedied or mitigated.
- (c) Provide flexible subdivision in the Commercial and Industrial Zones to promote the efficient use of these resources and their infrastructural capacity.
- (d) Set minimum allotment sizes for the Residential and Rural Zones that provide a baseline for maintaining the character, scale and intensity of development of their Zones, including their servicing capacity, while recognising the differing constraints, qualities and characteristics within each zone.
- (e) Provide for higher density subdivision and development in the Residential Zone around community focus points, such as the central business districts and main transport links, and to ensure the design and quality of proposed buildings and site development maintains or enhances neighbourhood character, residential amenity values and the efficient functioning of infrastructure and roads.

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

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18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

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18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

- (f) Limit the intensity of subdivision and land development in those rural parts of the Wairarapa in which significant intensification may have adverse effects on the risks from natural hazards, the operational requirements of key infrastructural and land use assets, water supply catchments, and the growth of urban areas.
- (g) To provide for the subdivision of rural land for rural-residential purposes through minimum standards that seek to:
 - i. Avoid or mitigate any significant potential adverse effects on the viability and operational requirements of any productive use of any adjacent rural or industrial land;
 - ii. Ensure allotment sizes and the pattern of subdivision maintains the open rural character, particularly from public roads;
 - iii. Ensure allotments are able to accommodate the likely use in accordance with the other requirements of the Plan;
 - iv. Avoid adverse effects on the safe and efficient use of roads, and pedestrian and cycling networks;
 - v. Satisfactorily avoid or mitigate the potential reverse sensitivity effects in relation to either nearby industrial and rural productive activities, activities allowed by the zoning, or anticipated urban growth;
 - vi. Ensure the actual and potential effects on rural character, amenity and natural values will not be compromised by intensive and ad hoc urban development and/or through the cumulative effects of rural-residential development;
 - vii. Ensure the sewage effluent from all lots can be effectively disposed without any potential adverse effects on the environment.
 - viii. Ensure a potable water supply is available on each allotment.
- (h) Allotments below the minimum standards in the Rural Zone will not be allowed unless there are exceptional or unique circumstances, particularly if one or more of the following matters applies:
 - i. The proposed subdivision is likely to have a significant adverse effect on the viability and operational requirements of any productive use of adjacent rural or industrial land, including activities allowed by the zoning, or anticipated urban growth;
 - ii. The allotment sizes and/or pattern of the subdivision would not maintain the open rural character, particularly from public roads and vantage points;
 - iii. Allotments are unable to accommodate the likely use in accordance with the other requirements of the Plan;

- iv. The subdivision would require an extension or upgrading of any service or road that is not in the economic interest of the District;
- v. The subdivision would compromise the safe and efficient use of the road network;
- vi. Any exacerbation of risks from flooding or other natural hazards that is likely to occur through intensified landholdings, occupation or where capital and infrastructural investment is more than minor;
- vii. The proposal is unlikely to be able to satisfactorily and reliably dispose of effluent;
- viii. The proposal is likely to lead to ad hoc urban development and/or adverse effects on rural character, amenity, and natural values through the cumulative effects of rural-residential development in the vicinity;
- ix. The proposal is unable to provide a potable supply of water.
- (i) In the RuralCoastal Environment Management Area, allotments, particularly where new buildings and structures are likely to be constructed, shall:
 - i. Avoid or mitigate any adverse effects on landscape, natural and amenity values from any buildings, structures and accessways;
 - ii. Not degrade the natural character of the coastal environment through an inappropriate density, scale and location;
 - iii. Avoid the formation of new settlements in the coastal environment;
 - iv. Avoid unduly compromising coastal views and public access to the margins of the coast and rivers; and
 - v. Not significantly exacerbate the risks from coastal erosion and inundation and/or other natural hazards.
- (j) To provide for subdivision below the minimum standards if it results in the more effective management of network utilities or the protection of significant heritage assets and natural areas.
- (k) Ensure that subdivision and land development adjoining State Highways other arterial roads and the Wairarapa railway, avoid, remedy or mitigate any adverse effects on the safe and efficient operation of the roading and networks.
- (l) Manage the intensity of development along strategic arterial roads to reduce the cumulative adverse effects on the safe and efficient functioning of such links particularly from ribbon development.
- (m) To support the use of integrated and innovative subdivision design and best practice to maintain and

*Implemented through Method
18.3.16(a), 18.3.16(e) and
18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(l)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

enhance the character and qualities of the environmental zone in which it is located.

18.3.3 Explanation

It is important to assess the proposed land use and the long-term growth implications resulting from subdivision and land development to ensure the potential adverse effects are avoided, remedied or mitigated. There is a wide range of potential effects that may arise from subdivision, many of which can only be addressed on a case-specific basis. Such effects need to be considered and managed in the context of the specific character and qualities of the location. While subdivision and development will often bring about change to an area, the change should be generally consistent with the environmental outcomes sought for the particular zone.

Through the subdivision consent process, the many aspects of land development that are consequential on subdivision can be effectively managed (for example, the formation of access points, servicing and infrastructure connections).

New allotments should be able to accommodate a complying land use so that future use and development is able to comply with the environmental standards of the Plan, and thereby give effect to its objectives and policies.

The physical characteristics of the land being subdivided should be generally suitable for the consequent use. For example, land being subdivided for residential purposes should be readily able to be developed and used for that purpose, without potential adverse effects on adjoining land uses or public infrastructure.

Subdivision along the Wairarapa's State Highways and other strategic arterial roads (such as the Masterton Heavy Vehicle Bypass) needs to be carefully controlled to ensure that the consequent development does not adversely affect the safe and efficient use of the road network, not only in term of site-specific matters, such as the safety of proposed access points and the effects of traffic generation, but also the cumulative effects of development along the road.

The intensity of development arising from subdivision can have a direct effect on the character and qualities of each environmental zone. Managing the potential intensity of development is therefore a critical way of promoting the sustainable management of land use. In the Commercial and Industrial Zones, the size of the lot is not a critical environmental factor, and the efficient use of land is promoted by providing a wide range of development opportunities provided servicing, traffic and other effects are addressed by complying with these performance standards.

In the Residential and Rural Zones, controls over the size and dimensions of proposed new allotments are an effective way of addressing the consequent effects on character and amenity values where relatively small-sized lots could compromise and degrade the character and amenity values of the respective zone. Additionally, in the Rural Zone, minimum area standards are also an effective way of managing the potential adverse effects on rural productive activities and the natural environment.

The approach to managing subdivision, however, should give landowners a level of certainty while also allowing for a level of flexibility to respond to the market and create innovative and well designed subdivisions and

development that promote the sustainable management of the rural and residential zones.

In the Rural (Primary Production) and Rural (Special) Zones, minimum lot area standards are considered a “bottom line” limit to subdivision in these areas. Consent will only be granted below the minimum standards under exceptional circumstances, if it is clearly demonstrated that the proposal will not adversely affect the qualities and character of the Wairarapa’s rural environment, as well as the consistent administration of the District Plan.

In the Rural (Special) Zone, the standards provide for less intensive subdivision than in the Rural (Primary Production) Zone, recognising the special attributes and constraints of this zone, including:

- Significant risks from natural hazards, particularly flooding;
- The operational requirements of significant land use assets, such as Hood Aerodrome, Waingawa Industrial Estate Area, public wastewater treatment and landfill facilities, water supply catchments, and intensive horticultural activities;
- Potential cumulative effects of effluent disposal in areas of high ground water levels;
- Urban growth management, particularly where ad hoc development may lead to pressures on roading and servicing; and
- Areas of unique and special rural character that would be degraded by the cumulative effects of intensive development.

These factors are cumulative in that, generally, the land included within the Rural (Special) Zone has more than one of these characteristics.

In the Rural (Primary Production) Zone, provision is made for rural-residential development to afford opportunities for people to live in the rural environment, without necessarily having their livelihood depend primarily from production off the land. This policy recognises that, outside those areas within the Rural (Special) Zone or immediately accessed from the strategic arterial roads, there are significant opportunities for rural-residential development to occur in a manner that would not significantly degrade the general rural character and productivity of the Wairarapa. However, such development would still need to comply with some key minimum standards that seek to reduce reverse sensitivity issues and protect rural character, amenity values, wastewater disposal, the road network, and the ability of rural production activities to operate and develop effectively.

Provision is also made for innovative small lot rural subdivision through a comprehensive development process that seeks to promote good design and layout, subject to compliance with the key minimum standards.

Non-complying subdivision should be allowed only under exceptional circumstances provided that the development is generally consistent with the environmental outcomes for the Rural (Primary Production) Zone.

In the Residential Zone, there may be a need to provide for higher density residential development in some cases: for example, to provide for residential accommodation for the elderly. If appropriately designed and serviced, such higher density residential developments can be compatible with the character and amenity of the existing residential areas.

Subdivision in the coastal environment has the potential to adversely affect the landscape values and natural character qualities of this important area. All proposals will be assessed through the consent process to determine whether the comparatively undeveloped nature of the coastal environment can be adequately protected.

Provision for the substandard subdivision of land containing recognised significant heritage values (historic, cultural or natural) should be made if it results in the permanent protection of such assets. The development and management of network utilities may also be more efficiently undertaken through small-scale subdivision (for example, minor substations).

At Waingawa, the Industrial Zone provides additional opportunities for industrial development to occur, provided it is designed and developed in accordance with the Waingawa Structure Plan in Appendix 12, and does not prevent the development of future stages of growth. Future growth in the Waingawa Industrial Area is likely to be based on the natural resources of the Wairarapa and the strategic location of this area with respect to access to existing services, road and rail routes and the urban facilities of Masterton and Carterton.

18.3.4 Objective SLD2 – Effects of Servicing Requirements

To ensure that subdivision and land development is appropriately serviced to provide for the likely or anticipated use of the land.

18.3.5 SLD2 Policies

*Implemented through Method
18.3.16(g) and 18.3.16(l)*

- (a) Ensure adequate infrastructure is provided by the subdivider/developer to allow new activities and development to connect to wastewater and water reticulation where adequate capacity exists to meet the needs of the development.

*Implemented through Method
18.3.16(g) and 18.3.16(l)*

- (b) Ensure that urban areas have adequate capacity in wastewater disposal and water supply to service future urban development demands, particularly in the South Wairarapa where the spare capacity is only available to service land zoned residential, commercial and industrial and not land zoned rural.

*Implemented through Method
18.3.16(g) and 18.3.16(l)*

- (c) Avoid, remedy or mitigate any adverse effects resulting from stormwater discharges.

*Implemented through Method
18.3.16(g) and 18.3.16(l)*

- (d) Ensure that owners of unserviced lots are responsible for providing a potable water supply and for the disposal of sewage and stormwater in a manner that avoids, remedies or mitigates any adverse effects.

*Implemented through Method
18.3.16(l)*

- (e) Promote infrastructure and servicing design solutions for development that avoids, remedies or mitigates significant adverse environmental effects on natural and physical resources, ecosystems, and amenity values (for example water bodies).

- (f) Ensure subdivision and development in the Waingawa Industrial Area provides infrastructure to meet the short and long term needs for the anticipated land uses.

*Implemented through Method
18.3.16(g) and 18.3.16(p)*

18.3.6 Explanation

New activities and development, whether or not as a consequence of subdivision, intensify demand on existing public infrastructure including the roads, reserves, stormwater disposal, water, and wastewater. Increased pressure on these services, if not considered prior to construction or resource consent, can potentially result in adverse effects on the environment. The control of the effects of development on public infrastructure is an important element to the efficient management of the community's assets.

Wastewater and water supply services are crucial for the ongoing health and safety of the community. New activities and development must have adequate access to these services, either through publicly or privately provided infrastructure. Where public services are located in proximity to a subdivided site and have sufficient capacity, all development should connect to the system to ensure efficiencies in the use of existing infrastructure. However, the capacity of urban wastewater disposal and water supply systems should be used to service development occurring within urban zoned areas, including future growth areas, where the availability of spare capacity is limited. In the South Wairarapa, spare capacity only exists to service land currently zoned for residential, commercial or industrial purposes; the capacity of the infrastructure does not include provision to service development in the Rural Zones. In the Waingawa Industrial Area, significant investment in infrastructure is required to service the long-term needs for the scale and nature of the anticipated land uses in the area. It is important that, at each stage subdivision and development, the installed servicing infrastructure makes provision for the long-term infrastructure requirements of future stages of growth. In addition, the District Council has a role in ensuring the overall infrastructure servicing requirements of the Waingawa Industrial Area are adequately provided for.

Where connection to an existing system is not possible, it is the developer's responsibility to ensure the activity or development can be adequately serviced such as through alternative water supply and on-site effluent treatment and disposal, where such services are self-sustainable, reliable and do not adversely affect the environment and other resource users (for example, in providing water supply).

Stormwater from new activities and development may cause drainage problems or flooding of the site itself and neighbouring properties if the disposal is inadequate. Where proposed development will not use existing public reticulation for stormwater disposal, owners must demonstrate that any adverse effects created are adequately mitigated. Stormwater disposal is a discharge to the environment so the requirements of the relevant Regional Plan could also apply. Developers will need to determine whether resource consent is required from Wellington Regional Council for the discharge, particularly discharges to surface water bodies, prior to proceeding.

Demand for water from reticulated water supply services is an effect of residential subdivision and development. Seasonally, such demand can place significant pressures on the urban water supply systems. Consideration needs to be given as to whether measures need to be taken to manage this

demand at the time of subdivision and development, such as by requiring supplementary water collection, including rainwater collection tanks.

Development of infrastructure that services development can have both positive and adverse effects on natural and physical resources, ecosystems, and amenity values (e.g. water bodies). Infrastructure servicing and design solutions should promote sustainable management solutions and work with natural features in the environment such as water bodies, topography, indigenous biodiversity and ecosystems incorporating where possible such elements into the design of the subdivision or development.

18.3.7 Objective SLD3 – Sustainable Infrastructure Development

To maintain sustainable and efficient public infrastructure that meets the additional demand generated by development and subdivision, while avoiding, remedying or mitigating adverse effects on the environment.

18.3.8 SLD3 Policies

*Implemented through Method
18.3.16(h)*

- (a) Require an equitable contribution from developers where new connections to the Councils' water supply or wastewater disposal services will contribute to a future need for upgrades or extensions to the services.

*Implemented through Method
18.3.16(h)*

- (b) Require a contribution where an activity necessitates road upgrading to avoid, remedy, or mitigate adverse effects on the road or the wider environment.

*Implemented through Method
18.3.16(h)*

- (c) In the Waingawa Industrial Area, contributions are required to fairly and equitably share the significant infrastructure costs required to meet the area's long-term servicing and access requirements.

18.3.9 Explanation

Existing community water and wastewater reticulation services are designed for a maximum (optimal) capacity. As new development connects into the public reticulation, the extra demand cumulatively reduces the system's surplus capacity, and the developer should reasonably contribute to the cost of establishing that system.

When the system capacity is reached, the infrastructure will require upgrading or extension to maintain efficient service delivery. It is reasonable for new development connecting into these systems to proportionately contribute to the upgrading or extension costs rather than the general community paying the full cost. Thus, those benefiting from the development should equitably pay the cost of new infrastructure assets. When the developer directly funds new or upgraded infrastructure, it is also reasonable that such costs are taken into account when assessing the overall financial contribution.

The road network is an important component of the Wairarapa's infrastructure. Its carrying capacity and safety can be adversely affected by new activity. Therefore the effects of new subdivision and land development on the road network will be considered as part of the resource consent

process, and the contributions necessary towards any road upgrade that may be required.

In the Waingawa Industrial Area, the scale and nature of industrial land use will place significant demand on servicing and transportation infrastructure, which is unlikely to be met through individual developments. The existing transportation and servicing infrastructure needs to be significantly upgraded and expanded to meet this demand, and new facilities will be required to adequately service the area. Contributions will be used as a fair and equitable tool for apportioning the costs of this additional demand across all subdivision and development in this area.

Unless otherwise determined, financial contributions are normally taken in the form of cash to allow the Councils to invest in the provision or upgrade of existing systems.

The Plan also recognises each Council can require development contributions through its Long Term Council Community Plan (LTCCP), to meet the reasonable costs of growth relating to its network infrastructure, reserves and community infrastructure. Prior to making a decision to require development contributions through its LTCCP, a Council will undertake public consultation via the LTCCP process seeking public input regarding the introduction of development contributions. If a Council determines to take development contributions through its LTCCP, to ensure developers are not required to contribute for the same assets twice, the LTCCP will have precedent over the District Plan contributions which will no longer apply.

18.3.10 Objective SLD4 – Managing Urban Growth

To provide for urban expansion adjoining existing urban areas where such growth does not adversely affect the safe and efficient use and development of land, roads and infrastructure.

18.3.11 SLD4 Policies

- (a) Identify the urban environments of the Wairarapa within which further urban development is appropriate, including areas of potential growth.
- (b) Manage subdivision and development within growth areas on a comprehensive basis to ensure a structured and integrated pattern of development, with the environmental qualities of the land fully identified and sustainably managed.
- (c) Manage urban subdivision and land development to connect with the existing infrastructure and transportation network, according to the capacity limitations of that network and the potential requirements for upgrading its capacity.
- (d) To manage subdivision and development within the Waingawa Industrial Area to achieve the outcomes sought by the Waingawa Structure Plan, supported by appropriate transport and servicing infrastructure. The expansion area at Waingawa Industrial Area identified as 'Future

*Implemented through Method
18.3.16(c) and 18.3.16(d)*

*Implemented through Method
18.3.16(c) and 18.3.16(d)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e) and 18.3.16(f)*

*Implemented through Method
18.3.16(a), 18.3.16(b),
18.3.16(e), 18.3.16(f) and
18.3.16(p)*

*Implemented through Method
18.3.16(a), 18.3.16(b) and
18.3.16(c)*

~~Industrial' on the Waingawa Industrial Area Structure Plan be restricted for development until such time as the roading and infrastructure is upgraded to cater for the increased pressure from the new development.~~

- (e) The Greytown Future Development Area has been identified as an area of future urban growth. Growth within this area will be restricted until a Structure Plan has been developed for this area in consultation with the local community and has been approved by the South Wairarapa District Council.

18.3.12 Explanation

While the rate of urban growth in the Wairarapa is not large, there is still a steady and ongoing demand for urban development, particularly in Masterton and in the larger coastal settlements. Appropriate opportunities for such growth to occur should be provided for, with regard to the ten-year duration of the District Plan. Rather than tightly ration development over that period, the District Plan seeks to provide for a range of industrial, commercial and residential forms of development opportunities. This policy recognises that, first, the community should have some choice in how to enable people's social and economic wellbeing, and, second, that it is not practicable to accurately predict rates and forms of urban development.

In Castlepoint, there are opportunities for further growth to occur to promote the consolidation of further residential development within the coastal environment, in accordance with the Wairarapa Coastal Strategy. Such growth, however, should be compatible with the special character and attributes of the Castlepoint settlement and the surrounding environment.

Large-scale urban development should occur in a planned and structured approach, taking into account the environmental qualities and features of the land, as well as the need to provide strong and efficient connections with the existing urban area. No development should occur within the identified growth areas until such a comprehensive design process has been undertaken for each area, providing the community with an opportunity to have an input.

At Waingawa, the industrial zoning has been expanded to provide additional opportunities for industrial development to occur, much of which is likely to be based on the natural advantages of the natural resources of the Wairarapa and the strategic location of this estate with respect to access to existing services, road and rail routes and the urban facilities of Masterton and Carterton. However, it is important that development within this area maintains the safe and efficient functioning of State Highway 2 and the railway, as well as the amenity values of the surrounding rural area through buffer and screening measures.

The Waingawa Structure Plan delineates the overall spatial arrangement for the long-term land use, transport, servicing and open space requirements of the Waingawa Industrial Area. The Structure Plan was based on a comprehensive engineering and environmental investigation, including an analysis of the long-term servicing needs of the Area, the outcomes of which were reported in the Waingawa Structure Plan Report, September 2009. This report outlines the planned requirements for development in the Area to achieve the efficient use and development of its land and physical resources,

~~and the protection of the Area's natural values. –The expansion area at Waingawa Industrial Area, identified as 'Future Industrial' on the Waingawa Industrial Area Structure Plan, be restricted for development until such time as the roading and infrastructure is upgraded to cater for the increased pressure from the new development.~~

Additional infrastructure is often necessary to service new development. New development within the identified growth areas will generally be able to connect with existing systems that have the capacity to service the likely demands or be provided with self-sufficient systems that would not adversely affect the environment. If the services need to be upgraded, the developer would be required to provide reasonable financial contributions to fund such improvements or extensions.

Any new road within the growth areas should be designed and constructed to be compatible with the existing road network. Extensions to the network must provide for efficient and safe movement of traffic as well as being of an adequate standard for the proposed future land use. Access onto the existing network, particularly arterial roads, must be provided in a way that maintains the safe and efficient functioning of that road.

18.3.13 Objective SLD5 – Reserves and Open Space

To sustainably manage and develop the reserve and open space network to cater for current and future community needs and to protect and enhance significant environmental assets.

18.3.14 SLD5 Policies

- (a) Require a reserve contribution from new residential and visitor accommodation development, including rural subdivision creating vacant lots that have the ability to be developed for residential purposes, that is proportionate to the demand for passive and active community recreational requirements arising from the development, including the need to protect the Wairarapa's key environmental assets such as its coastal margins and natural features.
- (b) Ensure land acquired as a reserve contribution is located and designed to complement the recreational and open space needs and amenity of the District.
- (c) Manage subdivision and development adjacent to or near reserves to ensure public access (or future public access) is provided at the time of subdivision and/or development.

*Implemented through Method
18.3.16(h)*

*Implemented through Method
18.3.16(h)*

*Implemented through Method
18.3.16(e) and 18.3.16(f)*

18.3.15 Explanation

Reserves and open space are generally provided on a per-population basis, particularly in regard to recreational and sporting facilities. Development can lead to additional pressure put on the provision, capacity and quality of such facilities, including community linkages such as walkways.

Reserves also contribute to an area's amenity values by providing enough open space to maintain an acceptable level of amenity.

Development for residential and visitor accommodation purposes has a direct correlation with an increased demand for reserves and therefore the costs of acquiring and developing such assets. Financial contributions for subdivision and development should therefore meet a reasonable share of the costs of funding the development and enhancement of reserves and open space.

Funds collected as reserve contributions will be held and used within the relevant District for general reserve purposes and used according to the priorities within that community, in conjunction with funds from other sources such as rates. Priorities for using the contributions will be determined through each Council's Long Term Council Community Plan (LTCCP) process. Allocating the funds within the appropriate contributing District ensures equity and allows the recipient Councils to independently implement their own reserves acquisition and development policies, formulated in accordance with public processes under the Local Government and Reserves Acts.

Where there is community benefit, the vesting of land into public ownership may be considered as a reserve contribution. The land would need to be physically appropriate and located for use as a reserve. In appropriate circumstances, where public access or full protection is desirable, sites with natural, cultural and historic heritage values may be accepted as reserve contributions. The Councils may also consider reducing a contribution following approved work carried out by the developer on any potential reserve land.

The Act requires that esplanade reserves are set aside where subdivision includes the margins of waterbodies. Esplanade reserves generally will be required only on the margins of significant rivers and waterbodies, as well as the coast, unless there are special circumstances that warrant full public acquisition of the margins of other waterbodies.

18.3.16 Methods to Implement Subdivision and Land Development Policies

- (a) Development standards for permitted activities such as onsite stormwater disposal in unserviced urban areas.
- (b) The application of minimum subdivision standards as appropriate to each environmental zone or to each management area within a zone.
- (c) To identify future growth areas, and use structure plans in these growth areas where there is multiple ownership and/or comprehensive development plans for sites under single control.
- (d) The use of comprehensive development plans for single ownership developments where the development is relatively intensive compared with the surrounding level of development.
- (e) Assessment of environmental effects through the resource consent process for subdivision proposals or for land use activities not complying with development standards.
- (f) Resource consent conditions to avoid remedy or mitigate the potential adverse effects of consequent land use.

- (g) Compliance with NZS 4404:2004, Land Development and Subdivision.
- (h) Financial contributions to ensure land uses meet a reasonable proportion of the consequent costs for the provision of community funded infrastructure, reserves and roading.
- (i) Assessment and identification of long-term servicing and funding requirements through Asset Management Plans.
- (j) Setting priorities and allocating funding for necessary infrastructural, roading and other community asset development through the Strategic and Long Term Council Community Plan (LTCCP) processes.
- (k) Acquisition of esplanade reserves or strips in accordance with the provisions of the Act and the policies of this Plan.
- (l) Application of relevant codes of practice and NZS standards, including any sustainable design guides.
- (m) The relevant application of other statutory processes and requirements, such as the Building Code (through the Building Act 2004).
- (n) Review the demand for water from reticulated water supply services from new residential subdivision and development, with the aim of, within 2 years of the District Plan being made operative, investigating and introducing water conservation requirements for new residential subdivision and development, such as rain water collection tanks.
- (o) Undertake Plan changes, as required, to ensure recommendations and directions in management plans are recognised and given due effect.
- (p) Use of structure plans and design guides to direct and guide the nature and form of development in areas requiring coordinated development.

18.3.17 Principal Reasons for Adoption

A range of development standards, in conjunction with Codes of Practice and NZ Standards for land development, will generally address many of the potential adverse effects of development. However, given the wide range of potential effects on the environment, many of which are site specific, all subdivision needs to be subject to the resource consent process to ensure that the consequent land development and use does not lead to significant adverse effects on the environment through poorly designed subdivision and development.

A structured and integrated approach is necessary to manage the internal and external effects of large-scale or relatively intensive development, which can be effectively achieved through structure plans for areas under multiple ownership or comprehensive development plans for sites under single control.

Contributions from developers for infrastructure and reserves are required to ensure fair cost allocation to those benefiting from new and upgraded

infrastructure and reserves systems. The funding and/or assets obtained from such contributions should be used in accordance with the asset development priorities and plans of each Council.

18.4 Anticipated Environmental Outcomes

- (a) Allotments of a size form and pattern to provide for land uses that are compatible with the values, character and qualities of the immediate environment.
- (b) The long-term protection of significant natural and historic values of subdivided land.
- (c) Structured urban growth that is well connected and compatible with the existing urban and surrounding environment.
- (d) Effective wastewater systems that protect the quality of ground and surface water resources.
- (e) Appropriate stormwater disposal that does not adversely impact on adjoining properties or existing stormwater systems.
- (f) The provision of an appropriate level and standard of roads and other access facilities, services and reserves.
- (g) Equitable cost apportionment between ratepayers and developers for the extension and upgrade of public infrastructure, and the acquisition and development of reserves.

20 DISTRICT WIDE SUBDIVISION RULES AND STANDARDS

No form of subdivision is a permitted activity under this Plan, as even simple forms of subdivisions may require assessment and the imposition of conditions, such as those in relation to access, infrastructure, water supply and sewage and stormwater disposal. Thus, at the least, subdivision is a controlled activity if it meets the standards as set out in this section, but is otherwise a discretionary or non-complying activity.

20.1.1 Controlled Activities

- (a) **Any subdivision that complies with all of the standards in 20.1.2 is a Controlled Activity.**

The matters over which control is reserved are:

- (i) The design and layout of the subdivision, including the size, shape and position of any lot, any new roads, the provision of footpaths and cycleways, provision of linkages to existing roads, access over the railway, or the diversion or alteration to any existing roads, the provision of footpaths and cycleways, provision of linkages to existing roads, access over the railway, access, passing bays, parking and manoeuvring standards, and any necessary easements;
- (ii) Potable water supply, water storage and water treatment;
- (iii) Effluent disposal systems and maintenance requirements;
- (iv) Stormwater control and disposal, including adequacy of disposal;
- (v) Service arrangements, including easements;
- (vi) Provision of reserves, including connections to existing and future reserves;
- (vii) Provision of esplanade reserves and esplanade strips, and access strips, to and around the coastline and margins of lakes and rivers;
- (viii) Effects on indigenous biological diversity, including protection of existing vegetation, wildlife and watercourses, revegetation and weed and pest control;
- (ix) The protection of any significant environmental features or other special feature(s) on any lot;
- (x) The staging of development or the timing of any works;
- (xi) Controls to mitigate the effects of construction;
- (xii) Separation distance, barriers, acoustical treatment, and orientation of buildings;
- (xiii) Fire rating of party/common walls;
- (xiv) Provision of fire fighting and management of fire risk;
- (xv) Design and location of network utilities;

- (xvi) Earthworks management, including sediment control;
- (xvii) Effects on historic heritage;
- (xviii) Effects on values of any waahi tapu sites and any resources of significance to Tangata Whenua.
- (xix) Natural hazard avoidance or mitigation;
- (xx) Effects on the character, landscape and amenity values of the vicinity, including the effects of siting and design of buildings, screening and landscape treatment, including building sites on ridgelines;
- (xxi) Energy efficiency and the ability for lots to use renewable energy;
- (xxii) Measures to remedy any site contamination;
- (xxiii) Financial contributions;
- (xxiv) Bonds and other payments and guarantees;
- (xxv) Compliance with New Zealand Standard 4404:2004 "*Land Development and Subdivision Engineering*" and other standards referenced in NZS4404:2004;
- (xxvi) Application of New Zealand Handbook 44:2001 *Subdivision for People and the Environment*;
- (xxvii) Conformance with any relevant current resource consent for a comprehensive development, including minor variations, or any relevant Structure Plan; and
- (xxviii) Reverse sensitivity effects, including but not limited to noise, odour, dust and visual effects.

Assessment Criteria

Controlled activities are to be assessed against the relevant assessment criteria set out in Section 22.

Notification and Service of Applications

An application for resource consent for controlled activities made under this rule need not be notified; and need not be served on affected persons.

Note: Earthworks may also require resource consent from Wellington Regional Council for discharges to water or land or for the amount of earthworks being undertaken.

20.1.2 Standards for Controlled Activities

Residential, Commercial and Industrial Zones

(a) Minimum Lot Area

Residential Serviced (Masterton Districts)	350m ² ; and 400m ² minimum average lot area (for three or more lots)
Residential Serviced (Carterton and South Wairarapa Districts)	400m ² , and 500m ² minimum average lot area

Residential Serviced Coastal (Masterton District)	400m ² ; and 450m ² minimum average lot area
Residential Unserved	1,000m ²
Residential (Opaki and Chamberlain Road Future Development Areas)	1,200m ² minimum average lot area
Residential Serviced (Carterton Low Density Residential Character Area)	2,000m ²
Residential (Greytown Villas Character Area)	500m ²
Residential (Jellicoe Residential Character Area)	88m ² Townhouse Lots 375m ² Cottage Lots 1,200m ² Large Lots
Residential (Underhill Road Character Area)	1,000m ²
Commercial	No minimum
Industrial	No minimum

For the purposes of this rule:

Note 1: The minimum lot area shall exclude any accessways or rights-of-way, and the minimum lot size shall not apply to those areas where they are a separate access lot.

Note 2: "Residential Serviced" refers to the 'Residential Zone' areas serviced by reticulated wastewater systems, such as Masterton, and includes the Greytown Future Development Area, but excludes Lake Ferry Township due to the limited capacity of its reticulated system.

Note 3: "Residential Unserved" refers to the 'Residential Zone' areas not serviced by reticulated wastewater systems, and includes Lake Ferry Township due to the limited capacity of its reticulated system.

Note 4: "Residential Serviced Coastal" refers to the 'Residential Zone' areas serviced by reticulated wastewater systems and located to the seaward side of the inland boundary of the Coastal Environmental Management Area, such as Castlepoint.

(b) Minimum Developable Area

Policy 18.3.2(d) and 18.3.2(e)

- (i) Each undeveloped lot must be able to contain a rectangle measuring 15 metres by 12 metres that is clear of any right-of-way easement.
- (ii) Each undeveloped lot in the Jellicoe Residential Character Area shall contain a shape factor of the following dimensions:
 - (1) Townhouse Lots – rectangle measuring 6.5 metres by 8.5 metres.
 - (2) Cottage Lots – rectangle measuring 12.5 metres by 25 metres.
 - (3) Large Lots – rectangle measuring 20 metres by 25 metres.

*Policy 18.3.11(b)***(c) Future Development Areas**

- (i) Any subdivision within a Future Development Area in accordance with an approved Development Concept Plan, under Rule 21.4(m).
- (ii) Subdivision within the Greytown Future Development Area that is in accordance with the Structure Plan for this area.

*Policy 18.3.2(d)***(d) Maximum Building Coverage**

- (i) In the Residential Zone, the maximum resulting building coverage of any lot containing an existing dwelling shall be no more than 30% of the lot area.

For the purpose of this rule, the minimum lot area excludes any accessways or rights-of-way, and the minimum lot area shall not apply to those areas where they are a separate lot.

Policy 18.3.2(a) and 18.3.5(f)
and 18.3.11(d)

(e) Waingawa Industrial Area

- (i) Subdivision within the Waingawa Industrial Area that is consistent with the Structure Plan within Appendix 12.

Rural Zones*Policy 18.3.2(d) and 18.3.2(g)***Rural (Primary Production) Zone****(f) ~~(e)~~ Minimum Lot Standards**

- (i) Any subdivision within the Rural (Primary Production) Zone shall comply with any one of the following:
 - (1) Minimum lot area of 4 hectares provided all lots comply with the following:
 - (a) Each front lot shall have a minimum frontage of 100m; and
 - (b) If there are two or more rear lots they shall share a single vehicle access, and shall be designed in accordance with the requirements for accessways under this Plan; and
 - (c) Each lot must contain a building area outside a buffer distance of 25m from all existing boundaries of the parent property, except the buffer distance shall be 10m from the road front boundary of sealed roads.

For the purpose of this rule, **building area** shall be defined as that area (or areas) shown within each lot on a proposed subdivision plan that:

- Contains any dwelling house to be located on the lot, and which is able to meet the minimum development standards for dwellings in the Rural (Primary Production) Zone; and
- Has minimum dimensions of 15m by 12m; and
- Shall be able to satisfactorily dispose of effluent on-site; or

- (2) One lot of less than 4 hectares if that lot contains an existing dwelling provided that:
- (a) The dwelling complies with the permitted activity setback standards in relation to the new lot boundaries; and
 - (b) All effluent disposal systems can be contained within the lot; and
 - (c) The balance lot must have a minimum area of 4 hectares; and
 - (d) The Certificate of Title for the site was issued before 26 August 2006, or resource consent to subdivide was granted for the site before 26 August 2006; or
- (3) Minimum lot area of one hectare for up to two lots, provided all lots comply with the following:
- (a) Each front lot shall have a minimum frontage of 100m; and
 - (b) If there are two or more rear lots they shall share a single vehicle access, and shall be designed in accordance with the requirements for accessways under this Plan; and
 - (c) Each lot must contain a building area outside a buffer distance of 25m from all existing boundaries of the parent property, except the buffer distance shall be 10m from the road front boundary of sealed roads.
- For the purpose of this rule, *building area* shall be defined as that area (or areas) shown within each lot on a proposed subdivision plan that:
- Contain any dwelling house to be located on the lot, and which is able to meet the minimum development standards for dwellings in the Rural (Primary Production) Zone; and
 - Has minimum dimensions of 15m by 12m; and
 - Shall be able to satisfactorily dispose of effluent on-site; and
- (d) A minimum average lot size of 2 hectares, provided that, where there are any lots larger than 10 hectares, these lots shall be given a nominal size of 10 hectares when calculating the average lot size; and
- (e) The Certificate of Title for the site being subdivided was issued before 29 March 2008, or resource consent to subdivide was granted for the site before 29 March 2008.

Rural (Special) Zone

Policy 18.3.2(d) and 18.3.2(f)

~~(g)~~ ~~(f)~~ Minimum Lot Standards

- (i) Any subdivision within the Rural (Special) Zone shall comply with the following:
- (1) Minimum lot area of 4 hectares.
 - (2) Each front lot shall have a minimum frontage of 100m; and
 - (3) If there are two or more rear lots they shall share a single vehicle access, and shall be designed in accordance with the requirements for accessways under this Plan; and
 - (4) Each lot must contain a building area outside a buffer distance of 25m from all existing boundaries of the parent property, except the buffer distance shall be 10m from the road front boundary of sealed roads.

For the purpose of this rule, 'building area' shall be defined as that area (or areas) shown within each lot on a proposed subdivision plan that:

- Contains any dwelling house to be located on the lot, and which is able to meet the minimum development standards for dwellings in the Rural (Primary Production) Zone; and
- Has minimum dimensions of 15m by 12m; and
- Shall be able to satisfactorily dispose of effluent on-site.

Policy 18.3.2(d)

Rural (Conservation Management) Zone

(h) ~~(g)~~ Minimum Lot Standards

- (i) Any subdivision within the Rural (Conservation Management) Zone shall comply with the following:
- (1) Each lot must comply with all District-wide Rules.

*Policy 18.3.5(a), 18.3.5(b),
18.3.5(c) and 18.3.5(d)*

All Environmental Zones

(i) ~~(h)~~ Land Use Standards

- (ii) All lots shall demonstrate compliance with the District-wide permitted activity land use standards for Roads, Access, Parking and Loading in Section 21.1.21.
- (iii) All new water supplies, waste water supplies and stormwater systems shall be provided in accordance with NZS 4404:2004 "Land Development and Subdivision Engineering".

Policy 18.3.8(a) and 18.3.8(b)

(j) ~~(i)~~ Financial Contributions

- (i) All financial contributions shall be in accordance with the requirements of Section 23.

Policy 18.3.14(c)

(k) ~~(j)~~ Esplanade Reserves/Strips

- (ii) Compliance with the Esplanade Reserve/Strip standards in Section 24.

Policy 18.3.2(j)

(l) ~~(k)~~ Exceptions for All Environmental Zones

- (iii) Any subdivision of sites for the purpose of containing network utilities where the subdivision is necessary for network utility

purposes, or sites for reserves and access need not meet any of the above requirements.

- (iv) Any subdivision creating a Conservation Lot containing a Significant Natural Area listed in Appendix 1.3, shall comply with the following standards:
 - (1) The subdivision shall result in the whole of the listed feature 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 Certificate(s) of Title of the relevant lots. The covenant or encumbrance shall be prepared by a solicitor at the applicant's expense.
 - (2) The covenant shall incorporate any specified protective or enhancement measures to maintain or enhance its value or physical security.
 - (3) The application shall include sufficient detail for the Council to ascertain the particular natural, historic or cultural value associated with the item.
 - (4) The conservation lot does not need to meet the relevant minimum lot area requirements.
- (v) Any subdivision creating a boundary adjustment as defined in Chapter 27.
- (vi) Any subdivision of different floors or levels of a building, or different parts of a floor or level of a building.

Note: For the purpose of the subdivision rules and standards, where any allotment is to be amalgamated or held together with any other allotment on the same survey plan or any land of an adjoining owner in accordance with a condition of subdivision, the combined area shall be deemed to be a single allotment for the purpose of determining compliance with these standards.

20.1.3 Restricted Discretionary Activities

The following are Restricted Discretionary Activities:

Rural (Primary Production) and Rural (Special) Zone

- (a) Any subdivision that does not comply with any one of the minimum standards for Controlled Activities, provided that the standards for Restricted Discretionary Activities in 20.1.4 are met.

Policy 18.3.2(h)

Discretion is restricted to the following matters:

- (i) All matters as specified in Rule 20.1.1
- (ii) Design, layout, size, number and location of lots;
- (iii) Methods to avoid or mitigate the effects of external primary production activities on the proposed lots, including buffer setbacks, dwelling siting and planting.

All Environmental Zones

*Policy 18.3.5(a), 18.3.5(b),
18.3.5(c), 18.3.5(d) and
18.3.5(e)*

(b) Any subdivision that does not comply with Rule 0

Discretion is restricted to the following matters:

- (i) Potable water supply, water storage and treatment;
- (ii) Wastewater collection, treatment and disposal;
- (iii) Stormwater collection, treatment and disposal; and
- (iv) Financial contributions.

Assessment Criteria

Restricted discretionary activities are to be assessed against the relevant assessment criteria set out in Section 22.

20.1.4 Standards for Restricted Discretionary Activities

Policy 18.3.2(h)

Rural (Primary Production) and Rural (Special) Zones

- (i) Any subdivision within the Rural (Primary Production) Zone and Rural (Special) Zone shall comply with all of the following:
 - (1) Minimum lot area of 4 hectares; and
 - (2) Each front lot shall have a minimum road frontage of 100m

20.1.5 Discretionary Activities

The following are Discretionary Activities:

Residential, Commercial and Industrial Zones

*Policy 18.3.2(f), 18.3.2(h) and
18.3.2(i)*

- (a) Any subdivision that does not comply with any one or more of the standards for controlled activities in Rule 20.1.2.
- (b) Any subdivision within a Future Development Area that does not have an approved Development Concept Plan, or is not consistent with an approved Development Concept Plan under Rule 21.4(m).
- (c) Any subdivision in the Waingawa Industrial Area that is **not** consistent with the Waingawa Industrial Area Structure Plan in Appendix 12.
- (d) Subdivision within the Greytown Future Development Area that is not consistent with the Structure Plan for this area.

Rural (Primary Production) Zone

- (e) Any subdivision in the Rural (Primary Production) Zone that does not comply with the minimum standards for Controlled Activity in Rule 0 or Restricted Discretionary Activities in Rule (i), provided that the standards for Discretionary Activities are met;

Rural (Primary Production) and Rural (Special) Zones

- (f) Any subdivision extending public water, stormwater or wastewater utility services or extending any legal road;

All Environmental Zones

- (g) A subdivision that is not otherwise a controlled, restricted discretionary, or non-complying activity under Chapter 20.
- (h) Any subdivision that creates a new allotment in which one or more of the following circumstances apply:
 - (i) Contains Contaminated Land listed in Appendix 3;
 - (ii) It is on land previously or currently used for an activity or industry listed on the modified Wairarapa Hazardous Activity and Industry List (Wairarapa HAIL) in Appendix 3.2.
 - (iii) The allotment is within a Flood Hazard Area or Erosion Hazard Area;
 - (iv) The allotment is within the Coastal Environment Management Area;
 - (v) The allotment is within an Outstanding Landscape listed in Appendix 1.1;
 - (vi) Contains an Outstanding Natural Feature listed in Appendix 1.2;
 - (vii) Contains all or part of a site of a Significant Natural Area listed in Appendix 1.3, except if the Significant Natural Area is wholly contained in a Conservation Lot under Rule (e)(iv);
 - (viii) Contains all or part of a site of an Archaeological or Geological Site listed in Appendix 1.5a or Appendix 1.5b;
 - (ix) Contains all or part of a Site of Significance to Tangata Whenua listed in Appendix 1.6;
 - (x) Contains all or part of a Site of Historic Heritage listed in Appendix 1.7;
 - (xi) The allotment is within an identified Historic Heritage Precinct listed in Appendix 1.8 (refer also to Rule **Error! Reference source not found.**);
 - (xii) Any part of the allotment is within 150 metres of an effluent distribution area, effluent holding pond or oxidation pond (excluding waste disposal areas associated with domestic septic tanks located on an adjacent site);
 - (xiii) Any part of the new allotment is within 20 metres of the centreline of a high voltage (110kV or more) transmission line (as shown on the Planning Maps).
- (i) Any subdivision with access to a State Highway, Limited Access Road Masterton Heavy Traffic Bypass or over or under the Wairarapa Railway, provided that the standards for Discretionary Activities are met;

Assessment Criteria

Discretionary activities will be assessed against, but not limited to, the relevant assessment criteria set out in Section 22.

20.1.6 Standards for Discretionary Activities

Rural (Primary Production) Zone

Policy 18.3.2(h)

- (a) Any subdivision within the Rural (Primary Production) Zone under Rule (e) shall comply with the following:
- (i) Minimum average lot area of 4 hectares, provided that, where there are any lots larger than 10 hectares, these lots shall be given a nominal size of 10 hectares when calculating the average lot size.

All Environmental Zones

Policy 18.3.2(k) and 18.3.2(f)

- (b) Access to a State Highway, Limited Access Road Masterton Heavy Traffic Bypass or over or under the Wairarapa Railway.
- (i) Any subdivisions under Rule (i) shall comply with the following:
 - (1) Standards for a Controlled Activity in the respective Environmental Zone in Rule 20.1.2.

20.1.7 Non-Complying Activities

The following are Non-Complying Activities:

Policy 18.3.2(h)

Rural (Primary Production) Zone

- (a) Any subdivision that does not comply with the minimum standards for Discretionary Activities in Rule (a).

Policy 18.3.2(h)

Rural (Special) Zone

- (b) Any subdivision that does not comply with the minimum standards for Controlled Activities in Rule 0.

~~Policy 18.3.2(b) and 18.3.2(d)~~

Industrial Zone

- ~~(c) Any subdivision in the Waingawa Industrial Area that is not consistent with the Waingawa Industrial Area Structure Plan in Appendix 12.~~

Policy 18.3.2(k) and 18.3.2(f)

All Environmental Zones

- ~~(d)~~ ~~(c)~~ Any subdivision with access to a State Highway, Limited Access Road, Masterton Heavy Traffic Bypass or over or under the Wairarapa Railway, which does not meet the relevant Environmental Zone's minimum standards for a Controlled Activity (Rule 20.1.2).

Assessment Criteria

Non-complying activities will be assessed against, but not limited to, the relevant assessment criteria set out in Section 22.

PART C – CONSENT PROCESS AND GENERAL PROVISIONS

DRAFT

22 ASSESSMENT CRITERIA

22.1 Consents under District Wide Rules

These criteria are not exclusive, as other criteria may be considered when assessing a discretionary activity.

22.1.1 Subdivision

(i) Waingawa Industrial Area

- (i) The extent to which subdivision is consistent with the Waingawa Structure Plan in Appendix 12, and the outcomes sought by the Waingawa Structure Plan Report to the Carterton District Council dated September 2009.
- (ii) The extent to which subdivision is consistent with the Waingawa Design Guide dated December 2009.
- (iii) The provision of services and utilities to connect to the existing transportation and servicing infrastructure.
- (iv) The extent to which the provision and design of open space and buffer screening maintains adjoining rural character and amenity values and protects the natural assets of the Waingawa Industrial Area.
- (v) The extent to which the subdivision design and lot layout provides for future development that is consistent with the future growth and development of the Waingawa Area.

22.2.20 Waingawa Industrial Area

- (i) The extent to which vehicle movements from the development effects the safe and efficient operation of the transportation network, in particular State Highway 2, 53 and the Wairarapa Railway.
- (ii) The extent of effects on infrastructure and its efficient use and development, including the capacity and safety of the roading and rail networks, and the ability of the area's utility services to function efficiently.
- (iii) Whether the buildings, structures and any outdoor areas can be effectively screened from neighbouring rural properties and public roads outside of the Industrial area.
- (iv) Whether the effects of noise, dust and odour can be effectively contained within the development site.
- (v) The extent to which the development adversely affects the values of the natural areas, in particular the Waingawa Swamp.
- (vi) The extent to which the development is consistent with the Waingawa Industrial Area Structure Plan in Appendix 12 and Waingawa Structure Plan Design Guide.

- (vii) Whether existing vegetation is retained and enhanced to reduce the visual bulk of buildings and the density of development.
- (viii) Whether planting and landscape treatment should be used elsewhere onsite to reduce the visual bulk of buildings and the density of development.
- (ix) Whether loading and entrance areas are to be screened from rural areas and public roads, using planting and/or solid structures.
- (x) Whether the southwestern boundary (adjoining Wiltons Road) is to be planted in a manner that, on maturity, provides effective visual screening of the site from the adjoining rural land.
- (xi) Whether the boundary adjoining State Highway 2 is to be planted in a manner that, on maturity, provides an effective avenue of trees along the edge of the road, as well as other planting that may be necessary to provide an effective visual softening of buildings from the road, subject to the provisions of adequate sightlines for vehicle egress and exit onto State Highway 2.
- (xii) Whether the buffer planting, on maturity, provides effective visual screening of the site from adjoining rural land.

23 FINANCIAL CONTRIBUTIONS

23.1 Introduction

As further subdivision occurs and new activities are established within the Wairarapa, the existing infrastructure and amenities come under pressure. Financial contributions are a way of ensuring that any 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, the protection of an important historic or natural feature, the visual enhancement of a site through landscape treatment or the provision of access to a hitherto inaccessible river or stream.

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

This section deals with the requirements for financial contributions, either as a standard of a permitted activity, or a land use or subdivision consent.

Where a financial contribution is required as a condition of a permitted activity or resource consent, the purpose, circumstances in which a contribution may be required, and the amount of that contribution are stated. For some types of contributions, a maximum contribution is specified to ensure such contributions are equitable and not unreasonably onerous for some forms of development.

Contributions for land use development through the resource consent process will be sought in full, unless a previous contribution has been received in the subdivision of the site. Conversely, if a contribution was paid at the time of land use development, then no contribution may be required at the time of any subsequent subdivision consent in recognition of the previous contributions.

Refer to Section 18 Subdivision, Land Development and Urban Growth for the objectives and policies on Financial Contributions.

23.2 Reserve Contributions Standard

Note: These financial contributions will have immediate effect.

23.2.1 Circumstances when a general reserves contribution is required as a condition of a permitted activity or a resource consent:

- (a) As a condition of a land use resource consent for any additional residential unit, provided that a general reserve contribution has not already been made at the time of the subdivision creating that lot or under the relevant Council's Long Term Council Community Plan.
- (b) As a condition of subdivision resource consent for any new allotment, provided that a general reserve contribution has not already been made under the relevant Council's Long Term Council Community Plan.

- (c) As a standard of a permitted land use activity for any additional residential unit, with the payment of the contribution to be made prior to the issuance of code of compliance certificate for the building consent, provided that a general reserve contribution has not already been made at the time of the subdivision creating that lot or under the relevant Council's Long Term Council Community Plan.

23.2.2 Amount of Contribution for reserves as a standard of a Permitted Activity or as a condition Resource Consent

- (a) For subdivision, a general district-wide reserves contribution of 3% of the land value of each allotment to be created in the Residential, Commercial and Industrial Zones (plus GST), and 2% of the land value of each allotment to be created in the Rural Zone (plus GST). In the Rural Zone, the maximum amount of the sum of this general district-wide reserves contribution and any general district-wide roads, access, parking and loading contribution taken under Rule 23.4.2(g) shall be \$7,500 (plus GST) per allotment created by a subdivision;
- (b) For land use development for residential purposes, a general district-wide reserves contribution of 0.25% of the value of each additional residential unit (plus GST).

23.2.3 Assessment Criteria for Remission or Waiver of Reserves Contribution

In determining whether to grant a remission or waiver of any reserves contribution, regard shall be had, but not limited to, the following criteria:

- (a) The activity's impacts on the reserve network and the cost to the relevant Council to avoid, remedy, or mitigate these impacts.
- (b) Measures proposed by the developer to enhance an existing reserve or the open space of the locality.
- (c) Other methods proposed by the developer to avoid, remedy or mitigate any adverse effects on the reserve network.
- (d) Whether any site of natural and cultural heritage can and should be enhanced or protected.

23.2.4 Form of Contribution

- (a) The contribution may be required in the form of money or land or any combination thereof.
- (i) 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 an registered

valuer's report. Registered valuer's reports shall be produced at the consent holders cost and be no older than 3 months at the time the contribution is paid.

23.2.5 Purpose

- (a) To provide for the acquisition and development of reserves and open spaces in response to the needs arising from subdivision and development.
- (b) To protect conservation values of riparian and coastal margins, and associated water quality and aquatic habitat.
- (c) To provide opportunities for public access to and along water bodies including the coast.
- (d) To provide recreational opportunities near water bodies.

23.2.6 Contributions Payable

- (a) For permitted activities involving construction of a residential building, contributions shall be made prior to the issuance of the Code of Compliance Certificate for the Building Consent.
- (b) For land use resource consents, contributions shall be payable as and when required by any condition of that consent.
- (c) For subdivision resource consents, contributions shall be made prior to the issuance of the Certificate under Section 224 of the Resource Management Act 1991.

23.3 Infrastructure Contributions Standard

23.3.1 Circumstances when an infrastructure contribution is required as a standard of a permitted activity or as a condition of a resource consent:

- (a) As a condition of a land use resource consent for any additional residential unit or administrative, commercial or industrial purposes towards particular works of one or more of the types referred to in sections 23.3.2(a) to (f) and a contribution under section 23.3.2(h) or (i), provided that an infrastructure contribution towards those particular works and a contribution under section 23.3.2(h) or (i) have not already been made at the time of the subdivision creating that lot or under the relevant Council's Long Term Council Community Plan.
- (b) As a condition of subdivision resource consent for any new allotment towards particular works of one or more of the types referred to in sections 23.3.2(a) to (f) and a contribution under section 23.3.2(g), provided that an infrastructure contribution towards those particular works

- (c) As a standard of a permitted land use activity towards particular works of one or more of the types referred to in sections 23.3.2(a) to (f) and a contribution under section 23.3.2(h) or (i), with the payment of the contribution(s) to be made prior to the issuance of code of compliance certificate for the building consent, provided that an infrastructure contribution towards those particular works and a contribution under section 23.3.2(h) or (i) have not already been made at the time of the subdivision creating that lot or under the relevant Council's Long Term Council Community Plan.
- (d) In addition to the above circumstances, within the Waingawa Industrial Area as either a condition of a land use consent or as a standard for a permitted activity for any land use, a contribution towards infrastructure works required under Section 23.3.2(k), provided that a contribution towards those particular works under either section 23.3.2(j) or (k), or under the relevant Council's Long Term Council Community Plan has not already been made for the site.
- (e) In addition to the circumstances under Section 23.3.1(a) to (c), within the Waingawa Industrial Area as, a condition of subdivision resource consent, a contribution towards those infrastructure works required under Section 23.3.2(j), provided that a contribution towards those particular works under either section 23.3.2(j) or (k), or under the relevant Council's Long Term Council Community Plan has not already been made for the site.

23.3.2 Amount of contribution for infrastructure as standard of a permitted activity or as a condition of a resource consent

- (a) The actual cost of water supply, wastewater or stormwater disposal systems to the development; and
- (b) The actual cost of all necessary water supply, wastewater or stormwater disposal reticulation within the development for each allotment or building; and
- (c) The actual cost of connections between the water supply, wastewater or stormwater disposal reticulation in the development and the Council's water supply, wastewater and stormwater disposal system; and
- (d) The actual cost of upgrading of any existing Council water supply, wastewater or stormwater disposal system to the extent that it is necessary to service the development; and

-
- (e) A share of the cost of the existing water supply, wastewater or stormwater disposal 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; and
 - (f) A share of the cost of new water supply, wastewater or stormwater disposal system or upgraded water supply, wastewater or stormwater disposal 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; and
 - (g) For subdivisions, a general district-wide infrastructure contribution of \$5000 (plus GST) per allotment that connects with public infrastructure and services; or
 - (h) For land use development for residential, administrative, commercial and industrial purposes, a general district-wide infrastructure contribution of \$5000 (plus GST) per new unit for linking with public infrastructure and services; plus 0.5% of the assessed value of any building development in excess of \$1,000,000 (plus GST). The assessed value of the development will be based on the estimated value of the building as stipulated on the building consent application, or
 - (i) For land use development for additions and alterations for administrative, commercial or industrial purposes that connects with public infrastructure and services, a general district-wide infrastructure contribution of 0.5% of the assessed value of any building development in excess of \$50,000 (plus GST). The assessed value of the development will be based on the estimated value (excluding GST) of the building as stipulated on the building consent application.
 - (j) In addition to the above, within the Waingawa Industrial Area:
 - (i) For subdivision, an additional infrastructure contribution of \$475 per 100m² of land being subdivided (plus GST) for public infrastructure and services; or
 - (ii) For land use development, an additional infrastructure contribution of \$475 per 100m² (plus GST) of the lot for public infrastructure and services.

23.3.3 Assessment Criteria for Remission or Waiver of Infrastructure Contribution

In determining whether to grant a remission of any infrastructure contribution, regard shall be had, but not limited to, the following criteria:

- (a) Whether any allotment or any part of the development is proposed to be connected to public infrastructure and services.
- (b) 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.
- (c) Measures proposed by the developer to upgrade any existing infrastructure.
- (d) Whether any contribution had been previously made towards the establishment or upgrade of the infrastructure.

23.3.4 Form of Contribution

- (a) The contribution may be required in the form of money or works or any combination thereof.

23.3.5 Purpose

- (a) To provide a potable water supply.
- (b) To safeguard the health of inhabitants and protect the natural environment from inappropriate disposal of sewage.
- (c) To prevent damage to property or amenity from the indiscriminate and uncontrolled runoff of stormwater.
- (d) To ensure sufficient water is available for fire fighting purposes.

23.3.6 Contributions Payable

- (a) For permitted activities involving construction of a residential building, contributions shall be made prior to the issuance of the Code of Compliance Certificate for the Building Consent.
- (b) For land use resource consents, contributions shall be payable as and when required by any condition of that consent.
- (c) For subdivision resource consents, contributions shall be made prior to the issuance of the Certificate under Section 224 of the Resource Management Act 1991.

23.4 Roads, Access, Parking & Loading Contributions Standard

23.4.1 Circumstances when a roads, access, parking and loading contribution is required as a standard of a permitted activity or as a condition of a resource consent:

- (a) As a condition of a land use resource consent for any residential, commercial or industrial activity towards particular works of one or more of the types referred to in sections 23.4.2(a) to (f) and a contribution under section 23.4.2(g) provided that a roads, access, parking and loading contribution towards those particular works and a contribution under section 23.4.2(g) have has not already been made at the time of the subdivision creating that lot or under the relevant Council's Long Term Council Community Plan.
- (b) As a condition of a subdivision resource consent for any new allotment towards particular works of one or more of the types referred to in sections 23.4.2(a) to (f) and a contribution under section 23.4.2(g) provided that a roads, access, parking and loading contribution towards those particular works and a contribution under section 23.4.2(g) have has not already been made under the relevant Council's Long Term Council Community Plan.
- (c) As a standard of a permitted land use activity towards particular works of one or more of the types referred to in sections 23.4.2(a) to (f) and a contribution under section 23.4.2(g) with the payment of the contribution(s) to be made prior to the issuance of code compliance certificate for the building consent, provided that a roads, access, parking and loading contribution towards those particular works and a contribution under section 23.4.2(g) have has not already been made at the time of the subdivision creating that lot or under the relevant Council's Long Term Council Community Plan..." Circumstances when a roads, access, parking and loading contribution is required as a condition of a permitted activity or a resource consent:
- (d) As a condition of land use resource consent in the Commercial or Industrial Zones in which the waiver of all or some of the required on-site parking is sought.

23.4.2 Amount of contribution for roads, access, parking and loading as a standard of a permitted activity or as a condition of a resource consent

- (a) The actual cost of providing a road or access to the development concerned; and

- (b) The actual cost of all necessary roads and accesses within the development area for each allotment or building; and
- (c) The actual cost of road or access crossings between allotments, or buildings in the development; and
- (d) A share of the cost of the existing roads and access where additional capacity has been created in anticipation of future subdivision or development. The share will be calculated on the proportion of that additional capacity which is to serve the development; and
- (e) A share of the cost of new or upgraded roads or access where additional capacity is or safety improvements are necessary to accommodate the cumulative effects of the development within an area. The share will be calculated on the proportion of the additional traffic capacity necessary to serve likely to be generated by the development; and
- (f) For subdivision, 2% of the land value of each allotment to be created in the Residential, Commercial and Industrial Zones (plus GST), and 3% of the land value of each allotment to be created in the Rural Zone (plus GST). In the Rural Zone, the maximum amount of the total combined contribution for reserves and roading contributions shall be \$7,500 (plus GST) per allotment created by a subdivision.
- (g) For subdivision, a general district-wide roads, access, parking and loading contribution of 2% of the land value of each allotment to be created in the Residential, Commercial and Industrial Zones (plus GST), and 3% of the land value of each allotment to be created in the Rural Zone (plus GST). In the Rural Zone, the maximum amount of the sum of this general district-wide roads, access, parking and loading contribution and any general district-wide reserves contribution taken under Rule 23.2.2(a) the total combined contribution for reserves and roading contributions shall be \$7,500 (plus GST) per allotment created by a subdivision.

23.4.3 Form of Contribution

- (a) The contribution may be required in the form of money or land or any combination thereof.

23.4.4 Purpose

- (a) To provide for the safe and convenient movement on roads of motor vehicles, bicycles and pedestrians within and through the Wairarapa.

23.4.5 Contributions Payable

- (a) For permitted activities involving construction of a residential building, contributions shall be made prior to

the issuance of the Code of Compliance Certificate for the Building Consent.

- (b) For land use resource consents, contributions shall be payable as and when required by any condition of that consent.
- (c) For subdivision resource consents, contributions shall be made prior to the issuance of the Certificate under Section 224 of the Resource Management Act 1991.

Appendix 1.3 Significant Natural Areas

Carterton District

SNA Number	Description	Location and Legal Description (where known)	Map Number
SNc01	Coastal Habitat (GL-FP 007-009)	(Note: Refer to the Wairarapa Coastal Strategy Background Reports and Maps for information on this area).	27
SNc02	Coastal Habitat (GL-FP 005)	(Note: Refer to the Wairarapa Coastal Strategy Background Reports and Maps for information on this area).	33
SNc03	Coastal Habitat (GL-FP 003)	(Note: Refer to the Wairarapa Coastal Strategy Background Reports and Maps for information on this area).	33
SNc04	Coastal Habitat (GL-FP 001)	(Note: Refer to the Wairarapa Coastal Strategy Background Reports and Maps for information on this area).	33
SNc05	Coastal Habitat (WR-HR(a) 019)	(Note: Refer to the Wairarapa Coastal Strategy Background Reports and Maps for information on this area).	33
SNc06	Coastal Habitat (WR-HR(a) 018)	(Note: Refer to the Wairarapa Coastal Strategy Background Reports and Maps for information on this area).	33
SNc07	Tararua Forest Park		1, 6, 7, 13
SNc08	Carrington Creek Stewardship Area	Mangatarere Valley Road	13
SNc09	Trenair Bush	Perrys Road	14
SNc10	Carters Scenic Reserve	Carterton-Gladstone Road	20
SNc11	Rocky Hills Sanctuary Reserve	Rocky Hills Road	26
<u>SNc12</u>	<u>Waingawa Wetland</u>	<u>Waingawa</u>	<u>14</u>

Appendix 1.9 Significant Water Bodies

The following water bodies have been identified as significant for their combined conservation, recreation or other values:

Masterton District

Reference No.	Waterbody	Location	Map Number
Wm01	Waingawa River	Northern Wairarapa Plains/Tararua Ranges	7, 14, 39
Wm02	Waipoua River	Northern Wairarapa Plains	8, 40, 44, 45, 49
Wm03	Kopuaranga River	Northern Wairarapa Plains	2, 8
Wm04	Tauwera River	Downstream of Tauwera Bridge/Part of Southern Boundary of Masterton District	15, 20
Wm05	Whareama River	The seaward side of the Coastal Marine Area boundary/Eastern boundary of the Masterton District	16
Wa01	South Pacific Ocean	Eastern District Boundary	5, 11, 17, 16, 22, 28, 71, 72, 73, 74
Wa02	Ruamahanga River	Northern Wairarapa Plains/Tararua Ranges	2, 8, 14, 20, 39, 49

Carterton District

Reference No.	Waterbody	Location	Map Number
Wc01	Waingawa River	Wairarapa Plains/Tararua Ranges	7, 14, 39
Wc02	Waiohine River	Wairarapa Plains	13, 58
Wa01	South Pacific Ocean	Eastern District Boundary	27, 33
Wa02	Ruamahanga River	Wairarapa Plains/Tararua Ranges	14, 19, 20, 58
<u>Wa03</u>	<u>Waingawa Wetland</u>	<u>Waingawa</u>	<u>14</u>

32 APPENDIX 5 – REQUIREMENTS FOR ROADS, ACCESS, PARKING & LOADING

32.1.1 Specifications

All roads, access, parking and loading areas are to be designed and constructed in accordance with the following standards, or to a standard approved by Council.

32.1.2 Rooding Hierarchy

The rooding hierarchy is shown on the Planning Maps. The following definitions have been used in identifying the rooding hierarchy.

Strategic Arterial – Road which forms part of the network of nationally or regionally important arterial routes that predominantly carry through traffic and the major traffic movements in and out of the District.

District Arterial – A road which caters for traffic movement within or between major areas of the District and as alternative routes to neighbouring territorial authorities.

Collector – Locally preferred routes forming a link between the arterial roads and residential, commercial, industrial and recreational areas. Although having a major through traffic function, they also serve adjacent property.

Local – Roads with the main function of providing access to adjacent properties.

Standards for Roads, Access, Parking and Loading

	Standard	Additional Requirements and Variations to Standards
Road and Footpaths – design and construction		
Urban	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Amendment to Table 3.1 including Waingawa Industrial Area (refer Table below)
Rural	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Amendment to Table 3.2 – for all road classifications other than minor local roads, a minimum seal width 1 metre less than specified is acceptable
Privateways – design and construction		
Urban	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	
Rural	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Non-public rural accessways to rear lots of 2 hectares or less, multi-unit or comprehensive residential developments shall be sealed. Non-public rural accessways adjoining lots of 2 hectares or less, multi-unit or comprehensive residential developments shall be sealed.
Sight lines – Road/Privateway/Driveways/Intersections		
Railway Level Crossing	<i>ONTRACK requirements (Document CSG 417 – Q517 Issue 3)</i>	
State Highway	<i>Transit NZ requirements (Transit NZ Planning Policy Manual)</i>	
Other road and driveway intersections	<i>RTS 6 Guidelines for Visibility Driveways</i>	At road intersections, no obstruction exceeding 1m in height will be permitted within a 6m by 6m triangle measured from a boundary intersection point (Refer Figure 32.1).

	Standard	Additional Requirements and Variations to Standards
Vehicle Crossings including Frontage Road Seal Widening – design and construction		
Urban	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	In Masterton District, new crossings on existing streets shall be constructed in accordance with MDC Plan 805 A, B or C. Where 3 or more dwelling units are using a common vehicle crossing, that crossing is to be constructed from kerb to boundary in concrete. In South Wairarapa District, only one vehicle crossings is permitted per site (Note: This standard supersedes the requirements of Error! Reference source not found. and Error! Reference source not found.). All vehicle crossings are to be constructed from kerb to boundary in concrete. Where 4 or more dwelling units are using a common vehicle crossing, that crossing is to be 5.4m wide with 0.8m splays on either side.
Rural	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Rural Vehicle Crossings and Frontage Road Seal Widening in accordance with Figure 32.2 below. In South Wairarapa District, only one vehicle crossings is permitted per site (Note: This standard supersedes the requirements of Error! Reference source not found. and Error! Reference source not found.).
Stormwater Drainage		
Design and Construction	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	In Masterton District, all subdivision and development shall comply with MDC Minimum Acceptable Drainage Standards
Trenching	<i>NZS HB 2002:2003 Code of Practice for Working on the Road</i>	
Off-street Parking Facilities – geometric layout		
	<i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i>	
Turning paths		
Off-road parking facilities – 85%ile & 99%ile car	<i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i>	
Off-road loading facilities – 99%ile rigid truck		
Urban carriageway lighting		
	<i>AS/NZS 1158.3 Lighting for roads and public spaces Part 3.1 Pedestrian area (Category P) lighting – Performance and design requirements; and NZS 6701:1983 Road Lighting (including subsequent amendments)</i>	

Facilities for disabled		
Pedestrian facilities	<i>RTS 14: Guidelines for Installing Pedestrian Facilities for people with visual impairment</i>	
Parking facilities	<i>NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities</i>	
Signage		
Advertising	<i>RTS 7: Advertising Signs and Road Safety – Design and Location Guidelines</i>	
Regulatory/Road Signs	<i>TNZ Manual of Traffic Signs and Markings</i>	
Rural Selling Places		
	<i>RTS 3: Guidelines for Establishing Rural Selling Places</i>	

Amendment to Table 3.1 in NZS 4404:2004 Land Development and Subdivision Engineering

Class	Type	Area served	Traffic volumes (vpd)	Design speed (km/h)		Road reserve width (m)	Minimum carriageway width (m)				Footpath (m)	Berm (m)	Max/min Gradient	Normal camber	Max super-elevation	Notes
				Flat or rolling	Hilly		Parking	Traffic	Cycles	Total						
Local Roads	Minor Residential and Cul de Sac	Up to 80 du	Up to 400	NA	NA	15.5	1 x 2.5	2 x 3.5		9.5	2 x 1.4	2 x 1.6	12.5%max 0.4%min	3%	6%	(8)
<u>Roads within Waingawa Industrial Area</u>	<u>Type 1(T1) - Primary Access/Industrial Distributor</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>22</u>	<u>2 x 2.5 parking lane/service zone</u>	<u>2 x 3.5</u>	<u>2 x 1.5</u>	<u>15</u>	<u>2 x 1.5</u>	<u>2 x 2</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
<u>Roads within Waingawa Industrial Area</u>	<u>Type 2 (T2)- Secondary Access/local Industrial</u>	<u>NA</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>17.5</u>	<u>2.5 parking lane/service zone</u>	<u>2 x 3.5</u>	<u>N/A</u>	<u>9.5</u>	<u>1.5</u>	<u>1 x 2.5 and 1 x 4</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

NOTE –

(8) The geometric requirements applicable to Industrial Roads are extended to cover cul de sacs serving up to 20 dwelling units and minor residential streets serving 21-80 dwelling units.

32.1.3 New Roads

All new roads shall connect with and be compatible with the Council's roading hierarchy as shown in the Planning Maps.

32.1.4 Intersections and Accessways

Road and accessway intersections shall be designed to ensure sufficient sight distances and safety, having regard to expected traffic volumes and speeds on approach roads.

Where it is proposed to create a vehicle access or road intersection with any State Highway, the applicant shall obtain the approval of Transit New Zealand. Intersections with State highway shall meet Transit New Zealand requirements.

Where it is proposed to create an accessway over or under the railway and/or create an accessway and/or intersection within 30 metres of a road/rail level crossing, the applicant shall obtain the approval of the railway premises owner and/or the railway access provider (ONTRACK).

32.1.5 Road Intersections with Rail Crossings

At road/rail level crossings, viewlines shall meet the minimum requirements of ONTRACK (New Zealand Railways Corporation). Tranz Rail document CSG 417-Q517 Issue 3 Section 4 sets out the requirements for viewlines. The minimum and desirable view along the track is specified for various train speeds. For crossings where automatic warning devices or stop signs are not installed the minimum view along the track at 30m from track centreline is also specified.

32.1.6 New Roads to be shown in Proposed Subdivision

The Council may require the applicant to clearly show a proposed roading pattern for any balance area. The proposed future roading pattern shown is required to be compatible with the Council's roading hierarchy.

32.1.7 New Roads - Construction

The subdivider or developer shall form and construct all roads, shared access ways, private ways, and private roads.

32.1.8 Roads and Vehicle Access Way Lighting

All public roads serving 3 or more residential allotments shall be provided with night lighting in urban areas only.

32.1.9 Pedestrian Facilities Standards

Pedestrian facilities shall be provided on footpaths in accordance with NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities and RTS 14 Guidelines for Facilities for Blind and Vision Impaired Pedestrians.

32.1.10 Vehicle Access to Individual Sites

All sites and allotments shall have legal practicable vehicle access from a public road.

Seal widening at accesses shall be in accordance with Figure 32.2 below.

Any vehicle access crossing a waterway shall incorporate culverts appropriate to the volume of water in the waterway and the traffic load on the access. Any earthworks shall comply with the requirements of this Plan. Note: Wellington Regional Council may have additional requirements relating to activities in waterways.

Figure 32.1

Intersection Visibility Obstruction Free Area

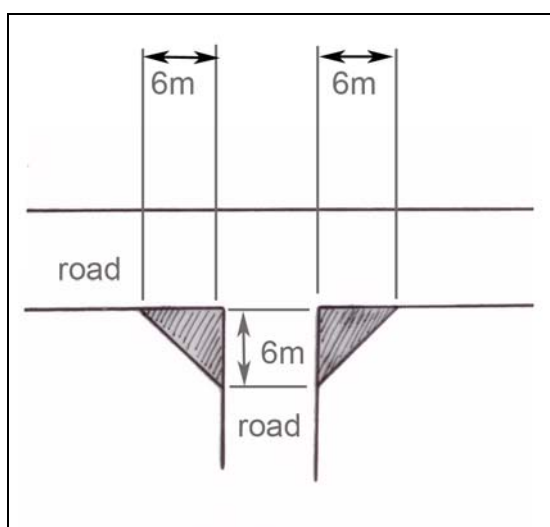
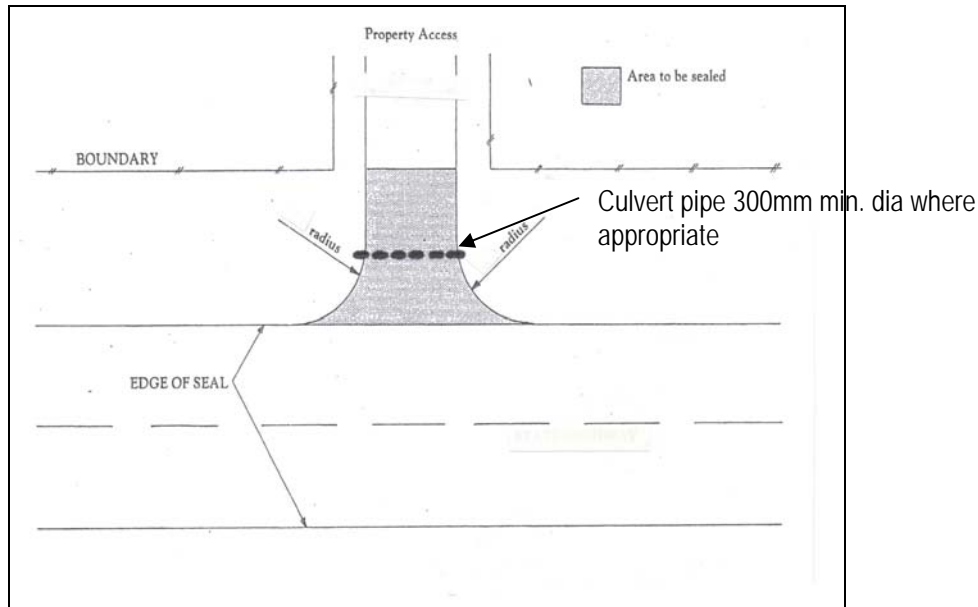


Figure 32.2

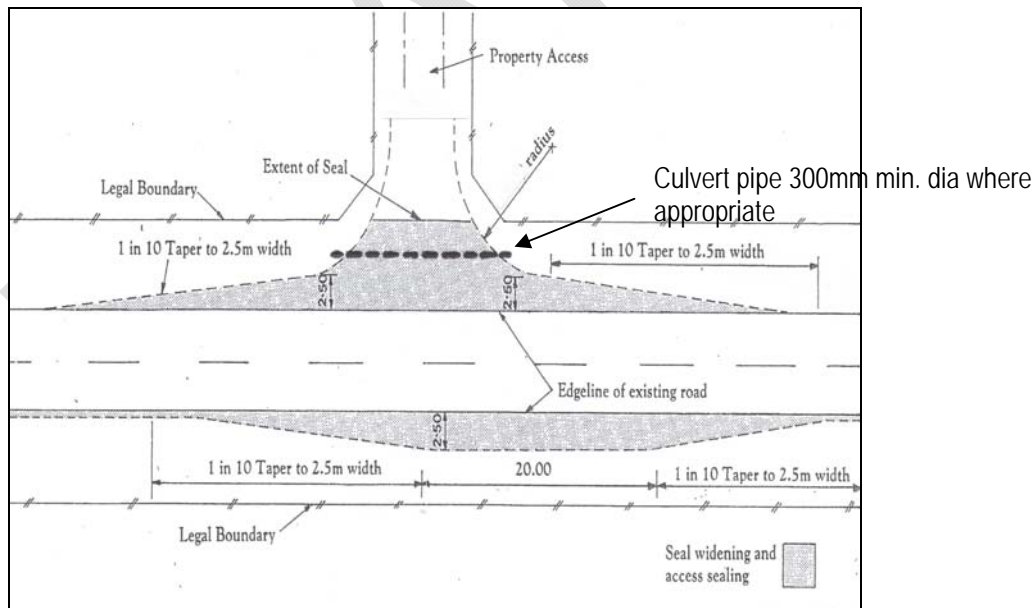
Rural Vehicle Crossing and Frontage Road Seal Widening

Note: All dimensions in metres. Not to scale.

Type A



Type B



ENTRY RADIUS

	Arterial / Collector		Local	
	Type	Radius R	Type	Radius R
Single Private Access	A	9m	A	6m
Multi-Unit Access	B	12m	A	9m
Heavy Commercial Access	B	15m	B	15m

32.1.11 Vehicle Parking Spaces, Loading Spaces and Access Aisles

All required vehicle parking spaces, loading spaces and access aisles shall be formed and sealed, and shall be provided with surface water drainage in accordance with NZS 4404:2004.

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