

# Waimakariri District Council Proposed Waimakariri District Plan

## Recommendations of the PDP Hearings Panel

### Recommendation Report 37

#### Hearing Stream 12F Rezoning- Rangiora Airfield

This report should be read in conjunction with **Report 1** and **Recommendation Reports 2 and 3**.

**Report 1** contains an explanation of how the recommendations in all subsequent reports have been developed and presented, along with a glossary of terms used throughout the reports, a record of all Panel Minutes, a record of the recommendation reports and a summary of overarching recommendations. It does not contain any recommendations per se.

**Recommendation Report 2** contains the PDP Panel's recommendations on the PDP's Part 2: District-wide Matters – Strategic directions - SD Strategic directions objectives and policies.

**Recommendation Report 3** contains the PDP Panel's recommendations on the PDP's Part 2: District-wide Matters – Strategic directions - UFD Urban Form and Development objectives and policies.

**Appendix 1:** Schedule of attendances

**Appendix 2:** Recommended amendments to the Proposed Plan - Tracked from notified version (provisions not consequentially renumbered)

The Independent Hearings Panel for the purposes of **Hearing Stream 12F** comprised Commissioners Gina Sweetman (Chair), Allan Cubitt, Gary Rae, and Megen McKay.

# 1. Introduction

## Report outline and approach

1. This is Report 37 of 37 Recommendation Reports prepared by the PDP and IHP Hearings Panels appointed to hear and make recommendations on submissions on the Proposed Waimakariri District Plan (PDP) and Variation 1 to the PDP (Var 1).
2. The report addresses the submissions on the PDP received by Daniel Smith<sup>1</sup> to rezone 106.08ha of land adjacent to the Rangiora Airfield from Rural Lifestyle zone (RLZ) to Special Purpose Zone – Rangiora Airfield (SPZ(RA)).
3. We have structured our discussion on this topic and other rezoning requests differently to our other Recommendation Reports, as the rezoning requested is the focus of the decision sought by the submitter.
4. This Recommendation Report contains the following appendices:
  - (a) **Appendix 1: Schedule of attendances** at the hearing on this topic. We refer to the parties concerned and the evidence they presented throughout this Recommendation Report, where relevant.
  - (b) **Appendix 2: Recommended amendments to the PDP provision wording - Accepted.** This accepts all the changes we have recommended to the provision wording from the notified version of the PDP as shown in Appendices 3a and 3b and includes consequential renumbering of provisions to take account of those provisions that have been deleted and new provisions we have recommended.
5. We record that we have taken into account all submissions on Rezoning: Rangiora Airfield in our deliberations.
6. In accordance with the approach set out in Report 1, this Report focuses only on 'exceptions', where we do not agree fully or in part with the s42A report authors' recommendations and / or reasons, and / or have additional discussion and reasons in respect to a particular submission point, evidence at the hearing, or another matter. Original submissions have been accepted or rejected as recommended by the s42A report author unless otherwise stated in our Recommendation Reports. Further submissions are either accepted or rejected in conformance with our recommendations on the original submission to which the further submission relates.
7. The requirements in clause 10 of the First Schedule of the Act and s32AA are relevant to our considerations of the PDP provisions and the submissions received on those provisions. These are outlined in full in Report 1. In summary, these provisions require among other things:
  - (a) our evaluation to be focussed on changes to the proposed provisions arising since the notification of the PDP and its s32 reports;

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- (b) the provisions to be examined as to whether they are the most appropriate way to achieve the objectives; and
  - (c) as part of that examination, that:
    - i. reasonable alternatives within the scope afforded by submissions on the provisions and corresponding evidence are considered;
    - ii. the efficiency and effectiveness of the provisions is assessed;
    - iii. the reasons for our recommendations are summarised; and
    - iv. our report contains a level of detail commensurate with the scale and significance of the changes recommended.
8. We have not produced a separate evaluation report under s32AA. Where we have adopted the recommendations of Council's s42A report authors, we have adopted their reasoning, unless expressly stated otherwise. This includes the s32AA assessments attached to the relevant s42A Reports and/or Reply Reports. Those reports are part of the public record and are available on the Council website. Where our recommendation differs from the s42A report authors' recommendations, we have incorporated our s32AA evaluation into the body of our report as part of our reasons for recommended amendments, as opposed to including this in a separate table or appendix.
9. A fuller discussion of our approach in this respect is set out in Section 5 of Report 1.

## **2. Summary of Rezoning: Rangiora Airfield**

10. As outlined earlier, Daniel Smith sought to rezone 106.08ha of land adjacent to the Rangiora Airfield from Rural Lifestyle Zone (RLZ) to Special Purpose Zone – Rangiora Airfield (SPZ(RA)). This is to provide an airpark for aviation operations, airfield related activities and residential properties for aircraft enthusiasts to live in close proximity to the Rangiora Airfield.

## **3. Recommendation**

### **Overview**

11. The s42A report author initially recommended that the rezoning request be rejected because the extent of the rezoning was beyond the scope of the original submission and lacked detailed information to enable further consideration.
12. Following the hearing, the acoustic experts and planning experts issued separate Joint Witness Statements (JWS), which enabled the s42A report author to reconsider the evidence and recommend accepting the rezoning request. In their JWS, the planning experts provided an agreed set of SPZ(RA) provisions and recommendations to amend other chapters of the Plan.
13. The Panel agrees with the s42A report author's recommendation to accept the rezoning request and the substance of the SPZ(RA) provisions and other Plan chapter

amendments, for the reasons set out in the JWS and his final reply report. However, we recommend that some of the provisions be amended to improve their implementation and comply with the National Planning Standards.

### **SPZ(RA) Provisions Structure**

14. We have made several amendments, over and above the amendments recommended by the s42A report author, to improve the structure of the SPZ(RA) provisions, which are summarised below:

Provisions	Panel recommendations
SPA(RA)-R3 and SPA(RA)-R9	Create separate rules for Commercial Activities in Area A and Area B, with different activities statuses, and restructure the rule for Area A
SPZ(RA)-R9	Relocate the Non-complying rule for Commercial activities in Area B to the end of the rule table
SPZ(RA)-R10	Relocate the prohibited rule for Minor residential units to the end of the rule table

15. We have separated the Commercial Activities rules for Area A and Area B and reordered the clauses for the permitted activity status requirements of Area A. Neither of these amendments affect the substance of the rules, and the changes are made to improve the clarity and usability of the rule framework for readers of the Plan.
16. SPZ(RA)-R9 makes Commercial Activities in Area B a non-complying activity and SPZ(RA)-R10 makes Minor residential units a prohibited activity. The National Planning Standards provides mandatory direction on how rules must be ordered according to their activity status. Prohibited activities must be located after rules with other activity statuses, and non-complying second to the end. We have moved SPZ(RA)-R9 and SPZ(RA)-R10 to be compliant with the National Planning Standards and renumbered the other rules accordingly. We made one minor amendment to SPZ(RA)-R9 to add N/A when compliance with the activity status is not achieved.

### **Compatibility between residential and airfield activities**

17. We have made minor amendments, over and above the amendments recommended by the s42A report author, to improve the compatibility between the residential activity and airfield activities, which are summarised below:

Provisions	Panel recommendations
SUB-S5 and SPZ(RA)-BFS10	Insert a requirement for a suitably qualified expert to certify that the taxiway requirements have been met.
SPZ-RA-MCD6	Insert a requirement for a suitably qualified expert to certify that the activity subject to the resource consent complies with CCA requirements and will not affect aircraft safety and operations.

18. The Planner JWS acknowledged that they were not experts in Civil Aviation Authority (CAA) requirements and it recommended taxiways standards based on the Dairy Flats Precinct in the Auckland Unitary Plan 2016 but modified to build in maximum flexibility. To ensure CAA requirements are complied with, we recommend that SUB-S5 and SPZ(RA)-BFS10 are amended so that a suitably qualified expert certifies that the taxiway is legally protected, formed and designed in accordance with CAA requirements.
19. We also recommend that SPZ-RA-MCD6 is similarly amended so that any application for a resource consent has a statement from a suitably qualified expert to certify that the activity subject to the resource consent complies with CCA requirements and will not affect aircraft safety and operations.

### **Signs Chapter**

20. We have made no amendments to the Signs Chapter over and above those recommended by the s42A report author. However, we thought it important to clarify that we do not recommend adding an advice note to SIGN-R7. In his reply report, the s42A report author recommended adding an advice note to SIGN-R7, however that recommendation was not carried through to the final Wrap Up Reply reports<sup>2</sup>. There was no discussion in the Final Wrap Up report as to why this advice note was no longer recommended. Regardless, we agree that it is unnecessary. We accept all other recommendations on the SIGN Chapter, which is to add SPZ(RA) to SIGN-R6 as a permitted activity and SIGN-R7 as a non-complying activity.

### **Minor amendments**

21. We have made minor amendments, over and above the amendments recommended by the s42A report author, which are summarised below:

Provisions	Panel recommendations
SPZ(RA)-R2, SPZ(RA)-R3, SPZ(RA)-R6, SPZ(RA)-R7	Deleted “The activity complies with all built form standards (as applicable)” from these rules and the related activity status for non-compliance.
SPZ(RA)-R2	Deleted 1(a) and the activity status for non-compliance
SPZ(RA)-BFS2	Shifted the exception to be included in sub-clause 1
Matters of Discretion	Removed “control” from Matters of control and discretion

22. We have recommended several minor grammatical amendments to improve the clarity and usability of the rule framework for readers of the Plan which do not affect the substance of the provisions. These are:
  - (a) SPZ(RA)-R2, SPZ(RA)-R3, SPZ(RA)-R6, SPZ(RA)-R7 – Deleted the requirement under subclause 1 of each of these rules for the activity to comply with built form

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<sup>2</sup> Reply Report on Wrap Up matters dated 13 December 2024

standards because this is already covered by rule SPZ(RA)-R1 which provides the rule framework for all Construction of, or alterations or additions to a building or other structure within the SPZ(RA). We have also deleted the corresponding clause for non-compliance.

- (b) SPZ(RA)-R2 – Deleted 1 (a) “The activity occurs within Activity Area A” because this is already stated in (1). We have also deleted the corresponding clause for non-compliance.
- (c) SPZ(RA)-BFS2 – Amended the exception to be included in sub-clause 1 to be consistent with how the remainder of the Plan treats exceptions.
- (d) Matters of Control or Discretion – Because there are no controlled activities, we have recommended that:
  - i. ‘Control’ is removed from the title “Matter of Control and Discretion”;
  - ii. ‘Control’ is removed from the line “Matters of control and discretion are restricted to...” in all Built Form Standards; and
  - iii. The abbreviated term “MCD” is replaced with “MD”.

## **4. Conclusion**

- 23. For the reasons summarised above, we recommend that the submission from Daniel Smith be accepted.

**Appendix 1: Submitter attendance and tabled evidence for Rangiora Airfield - Hearing Stream 12F**

<b>Attendee</b>	<b>Speaker</b>	<b>Submitter No.</b>
Council Reporting Officer	<ul style="list-style-type: none"> <li>• Bryce Powell</li> <li>• Mark Gregory</li> <li>• Mark Lewthwaite</li> <li>• Hugh Nicolson</li> <li>• John Aramowicz</li> </ul>	N/A
Daniel Smith	<ul style="list-style-type: none"> <li>• Dean Chrystal</li> <li>• Andrew Schulte</li> <li>• Daniel Smith</li> <li>• Rob Hay</li> <li>• Andrew Metherell</li> <li>• Michael Groome</li> <li>• Grant McLeod</li> </ul>	10
<b>Tabled Evidence</b>		
Daniel Smith	<ul style="list-style-type: none"> <li>• Christopher Brown</li> <li>• Dean Chrystal</li> <li>• Micheal Groome</li> <li>• Rob Hay</li> <li>• Rory Langbridge</li> <li>• Daniel Smith</li> <li>• Steve Noad</li> </ul>	10



**Appendix 2:** Recommended amendments to the Proposed Plan - Tracked from notified version  
(provisions not consequentially renumbered)

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## **Special Purpose Zone – Rangiora Airfield**<sup>1</sup>

### **Introduction**

The purpose of the Special Purpose Zone (Rangiora Airfield) is to provide an airpark for aviation operations (including maintenance and repair of aircraft); appropriate airfield related activities (including aircraft related industrial and educational activities and limited commercial development); and a limited amount of residential activity for aircraft enthusiasts to live in close proximity to the Rangiora Airfield.

It is intended that the activities provided in the Special Purpose Zone (Rangiora Airfield) will be ‘aircraft related’, while residential activities will have to be linked to an airfield activity and/or the use of the airfield through legal access over taxiways onto the airfield depending on what Activity Area they are located within. Residential buildings will also have to noise insulation requirements to protect the airfield from reverse sensitivity effects.

Designations take priority over zoning, and any conditions or restrictions on the Rangiora Airfield itself or Airspace designations will override the provisions in the Rangiora Airfield Zone should a land use or subdivision conflict arise.

The zone is divided into two distinct activity areas (references correspond to SPZ(RA) – APP1 and are referred to in the Activity Area Rules Tables as follows):

- Activity Area A: Airfield Central
- Activity Area B: Airfield Environs (Residential)

The key differences between these activity areas are the types of activities enabled and the extent to which activities, such as aviation related commercial, educational and industrial and residential activities, can occur.

**Activity Area A – Airfield Central** encompasses the runways, existing hangars and other core airside activities, including industrial and educational activities and limited commercial activities which support the Rangiora Airfield and aviation sector. Residential development is provided for where it is connected with a core airside activity.

**Activity Area B – Airfield Environs (Residential)** provides for low density residential development connected with airfield use.

All areas have taxiway connectivity with the runway, which will be a requirement of subdivision, to reinforce the relationship between the airfield and the surrounding activities.

The provisions in this chapter are consistent with the matters in Part 2 – District Wide Matters – Strategic Directions and give effect to matters in Part 2 – District Wide Matters – Urban Form and Development.

As well as the provisions in this chapter, district wide chapter provisions will also apply where relevant.

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<sup>1</sup> Daniel Smith [10.1]

<b>Objectives</b>	
<b><u>SPZ(RA)-O1</u></b>	<b><u>Purpose of the Special Purpose Zone (Rangiora Airfield)</u></b> <u>To enable the continued operation and future development of the Rangiora Airfield as a strategically significant, safe and economically sustainable airfield that meets the current and future needs of the aviation community within the District and Region.</u>
<b><u>SPZ(RA)-O2</u></b>	<b><u>Management of Environmental Effects</u></b> <ol style="list-style-type: none"> <li><u>1. The operational and functional needs of Rangiora Airfield are provided for while ensuring that the adverse effects of aviation activities on the environment are avoided, remedied, or mitigated.</u></li> <li><u>2. The adverse effects of airfield related, residential and other activities are managed to ensure acceptable amenity outcomes.</u></li> </ol>
<b><u>SPZ(RA)-O3</u></b>	<b><u>Compatibility of Activities with the Airfield Operation</u></b> <u>Airfield-related activities:</u> <ol style="list-style-type: none"> <li><u>1. Are compatible with the efficient operation, maintenance and upgrading of the airfield and its associated effects;</u></li> <li><u>2. Manage reverse sensitivity effects on the airfield.</u></li> </ol>
<b>Policies</b>	
<b><u>SPZ(RA)-P1</u></b>	<b><u>Activities in the Special Purpose Zone (Rangiora Airfield)</u></b> <ol style="list-style-type: none"> <li><u>1. Provide for the continued operation and development of aviation activities except the development of the indicative runways shown on the Outline Development Plan in SPZ(RA)-APP1 (ODP).</u></li> <li><u>2. Enable compatible airfield related activities within Activity Area A, where these complement the function and operation of the Rangiora Airfield and/or the airport location.</u></li> <li><u>3. Enable residential units and visitor accommodation within Activity Area A where they are airfield related and within Area B where the residential unit limits visitor numbers and manages reverse sensitivity effects on adjoining aviation activities.</u></li> </ol>
<b><u>SPZ(RA)-P2</u></b>	<b><u>Management of effects</u></b> <u>Manage the effects arising from development, subdivision and use, having regard to:</u> <ol style="list-style-type: none"> <li><u>1. Compatibility with the role and function of the Rangiora Airfield Zone;</u></li> <li><u>2. The requirements of SPZ(RA) – APP1;</u></li> <li><u>3. Whether the development, subdivision and use is ancillary to and/or supports airfield activities;</u></li> <li><u>4. The safety, security and resilience of the airfield as regionally significant infrastructure;</u></li> <li><u>5. Whether the activity can be appropriately serviced, including wastewater, stormwater and potable drinking water supply;</u></li> <li><u>6. The potential for reverse sensitivity effects on the established and permitted activities within the Special Purpose Zone (Rangiora Airfield);</u></li> <li><u>7. The effects of the development, subdivision and use on the surrounding area including by:</u> <ol style="list-style-type: none"> <li><u>a. Managing the height, bulk and location of buildings and structures.</u></li> <li><u>b. Screening outdoor storage and refuse storage areas.</u></li> <li><u>c. Providing landscaping at zone boundaries.</u></li> </ol> </li> </ol>

## Activity Rules

<b>SPZ(RA)-R1 Construction of, or alterations or additions to a building or other structure</b>	
<b>Activity status: PER</b> Where: 1. The activity complies with all built form standards (as applicable).	<b>Activity status when compliance not achieved: as set out in the relevant built form standards.</b>
<i><b>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to noise sensitive activities including additions and alterations to existing buildings containing noise sensitive activities in the Special Purpose Zone (Rangiora Airfield).</b></i>	
<b>SPZ(RA)-R2 Airfield activities</b>	
<b>Activity status: PER</b> 1. Within Activity Area A on the ODP: 2. Within Activity Area B on the ODP: (a) The activity is limited to: <ul style="list-style-type: none"> <li>Taxiways</li> <li>Aircraft movement on taxiways</li> <li>Hangars ancillary to a residential unit</li> </ul>	<b>Activity status when compliance is not achieved with SPZ(RA)-R2(1)(a): DIS</b>  <b>Activity status when compliance is not achieved with SPZ(RA)-R2(2)(a): NC</b>
<b>SPZ(RA)-R3 Commercial activities in Area A</b>	
<b>Activity status: PER</b> Where: 1. The maximum GFA for the commercial activity within the SPZ(RA) shall be 150m <sup>2</sup> in total, and 2. Outdoor commercial activities are limited to outdoor seating ancillary to food and beverage retail; and 3. The activity is not a drive through restaurant.	<b>Activity status when compliance is not achieved with SPZ(RA)-R3(1) to SPZ(RA)-R3(3): DIS</b>
<b>SPZ(RA)-R4 Visitor accommodation</b>	
<b>Activity status: PER</b> 1. Within Activity Area A on the ODP: (a) It is located outside the 65dBA LdN Noise Contour boundary. (b) It is located outside the Noise Sensitive Activity Constraint Area. (c) It is ancillary and attached to the use of a building for an airfield activity on the same site. 2. Within Activity Area B on the ODP: (a) It is located outside the 65 dBA LdN Noise Contour boundary. (b) It is located outside the Noise Sensitive Activity Constraint Area. (c) The activity shall be undertaken within a residential unit. (d) A maximum of eight visitors shall be accommodated per site.	<b>Activity status when compliance not achieved with SPZ(RA)-R4(1)(a), SPZ(RA)-R4(1)(b), SPZ(RA)-R4(2)(a) or SPZ(RA)-R4(2)(b): PR</b>  <b>Activity status when compliance not achieved with SPZ(RA)-R4(1)(c) or SPZ(RA)-R4(2)(c) or SPZ(RA)-R4(2)(d): NC</b>
<i><b>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to visitor accommodation in the Special Purpose Zone (Rangiora Airfield).</b></i>	

<b>SPZ(RA)-R5 Residential unit</b>	
<b>Activity status: PER</b> 1. <u>Within Activity Area A on the ODP:</u> (a) <u>The activity shall comprise a maximum of 50% of the GFA of all airfield related buildings on the site.</u> (b) <u>There is no more than one residential unit per site.</u> (c) <u>There is no more than 30 residential units in total within Activity Area A.</u> (d) <u>The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</u> (e) <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u> 2. <u>Within Activity Area B on the ODP:</u> (a) <u>There is no more than one residential unit per site.</u> (b) <u>The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</u> (c) <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u>	<b>Activity status when compliance not achieved with SPZ(RA)-R5(1)(a): DIS</b>  <b>Activity status when compliance not achieved with SPZ(RA)-R5(1)(b)-(e) or SPZ(RA)-R5(2)(b) or SPZ(RA)-R5(2)(c): PR</b>
<b><i>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to residential unit's in the Special Purpose Zone (Rangiora Airfield).</i></b>	
<b>SPZ(RA)-R6 Agriculture</b>	
<b>Activity status: PER</b> Where: 1. <u>The planting of trees complies with the ODP.</u> 2. <u>It excludes Plantation Forest or Woodlots.</u>	<b>Activity status when compliance not achieved with SPZ(RA)-R6(1): DIS</b>  <b>Activity status when compliance not achieved with SPZ(RA)-R6(2): PR</b>
<b>SPZ(RA)-R7 Accessory building or structure</b>	
<b>Activity status: PER</b>	<b>Activity status when compliance not achieved: N/A</b>
<b>SPZ(RA)-R8 Any activity not provided for in the Special Purpose Zone (Rangiora Airfield) as a permitted, controlled, restricted discretionary, discretionary, non-complying, or prohibited activity, except where expressly specified by a district wide provision</b>	
<b>Activity status: DIS</b>	<b>Activity status when compliance not achieved: N/A</b>
<b>SPZ(RA)-R9 Commercial activities in Area B</b>	
<b>Activity status: NC</b>	<b>Activity status when compliance is not achieved: N/A</b>
<b>SPZ(RA)-R10 Minor residential unit</b>	
<b>Activity status: PR</b>	<b>Activity status when compliance not achieved: N/A</b>

## Built Form Standards

<b>SPZ(RA)-BFS1 Site Layout Rangiora Airfield Outline Development Plan – Appendix 1</b>	
<ol style="list-style-type: none"> <li>1. <u>Development shall be in accordance with the Outline Development Plan.</u></li> <li>2. <u>No buildings or runway development shall occur on the Indicative Future Runway extensions which are outside of the Rangiora Airfield Designation WDC-1.</u></li> </ol>	<p><u>Activity status when compliance not achieved with SPZ(RA)-BFS1(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-BFS1(2): PR</u></p>
<b>SPZ(RA)-BFS2 Building Height</b>	
<ol style="list-style-type: none"> <li>1. <u>The maximum height of buildings and structures (except for antennas, aerials, satellite dishes, flues, flag poles and airfield control structures) above ground level shall be:</u> <ol style="list-style-type: none"> <li>a. <u>Activity Area A on the ODP: 12m</u></li> <li>b. <u>Activity Area B on the ODP:</u> <ol style="list-style-type: none"> <li>i. <u>10m for any residential unit or accessory building to a residential unit (excluding hangar).</u></li> <li>ii. <u>12m for any hangar or other structure.</u></li> </ol> </li> </ol> </li> </ol>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u>  <u>SPZ-RA-MD1 – Height</u>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u></p>
<p><b><u>Advisory Note: TRAN – Ranga waka contains Activity Rule TRAN-R23 which is relevant to the height of structures or vegetation within the Rangiora Airfield Obstacle Limitation Surfaces.</u></b></p>	
<b>SPZ(RA)-BFS3 Building coverage</b>	
<ol style="list-style-type: none"> <li>1. <u>The building coverage shall not exceed the maximum percentage of net site area:</u> <ol style="list-style-type: none"> <li>a. <u>Activity Area A on the ODP: No maximum</u></li> <li>b. <u>Activity Area B on the ODP: 15% of the net site area.</u></li> </ol> </li> </ol>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u>  <u>SPZ-RA-MD2 – Coverage</u>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u></p>
<b>SPZ(RA)-BFS4 Gross Floor Area</b>	
<ol style="list-style-type: none"> <li>1. <u>The maximum GFA of any single building or structure within Area B shall be 550m<sup>2</sup>.</u></li> </ol>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u>  <u>SPZ-RA-MD9 – Character and amenity values</u></p>
<b>SPZ(RA)-BFS5 Building and structure setbacks (excluding building and structure setbacks from taxiways).</b>	
<ol style="list-style-type: none"> <li>1. <u>The minimum building setback within the Activity Areas shall be:</u> <ol style="list-style-type: none"> <li>a. <u>Activity Area A on the ODP:</u> <ol style="list-style-type: none"> <li>i. <u>100m from the centreline of the stopbank of the Ashley River/Rakahuri</u></li> <li>ii. <u>10m from a road boundary.</u></li> <li>iii. <u>3m from an internal boundary.</u></li> </ol> </li> <li>b. <u>Activity Area B on the ODP:</u></li> </ol> </li> </ol>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u>  <u>SPZ-RA-MD3 – Building and structure setbacks</u>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u></p> <p><b><u>Notification</u></b>  <u>An application for a restricted discretionary activity under this rule is precluded from</u></p>

i. <u>10m from any zone boundary, road boundary and/or internal boundary.</u>	<u>being publicly notified but may be limited notified.</u>
<b><u>SPZ(RA)-BFS6 Setback from taxiway</u></b>	
<ol style="list-style-type: none"> <li>1. <u>The minimum setback for buildings and structures from the edge of a taxiway in all activity areas shall be 3m.</u></li> <li>2. <u>The minimum setback for trees from a taxiway in all activity areas shall be 20m.</u></li> </ol>	<p><b><u>Activity status when compliance is not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b>  <u>SPZ-RA-MD4 – Setback from taxiway</u>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u></p> <p><b><u>Notification</u></b>  <u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>
<b><u>SPZ(RA)-BFS7 Outdoor storage and screening (including refuse storage)</u></b>	
<ol style="list-style-type: none"> <li>1. <u>Within Area A:</u> <ol style="list-style-type: none"> <li>a. <u>Outdoor storage of goods, materials or equipment must be associated with an airfield activity operating from the site.</u></li> <li>b. <u>Any outdoor storage area, shall be screened by 1.8m high solid fencing, landscaping or other screening from any site in Area B, in a rural zone or at the road boundary.</u></li> </ol> </li> </ol>	<p><b><u>Activity status when compliance is not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b>  <u>SPZ-RA-MD5 – Outdoor storage and screening</u>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u></p> <p><b><u>Notification</u></b>  <u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>
<b><u>SPZ(RA)-BFS8 Residential units</u></b>	
<p><u>Within Area A:</u>  <u>Each residential unit shall be provided with:</u></p> <ol style="list-style-type: none"> <li>1. <u>a private outdoor living space with a minimum area of 6m<sup>2</sup> and a minimum dimension of 1.5m; and</u></li> <li>2. <u>a waste management area for the storage of rubbish and recycling of 5m<sup>2</sup> with a minimum dimension of 1.5m;</u>  <u>which shall be clear of any taxiway.</u></li> </ol>	<p><b><u>Activity status when compliance is not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u>  <u>SPZ-RA-MD7 – Outdoor living space and waste management area for storage</u></p> <p><b><u>Notification</u></b>  <u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
<b><u>SPZ(RA)-BFS9 Landscaping</u></b>	
<ol style="list-style-type: none"> <li>1. <u>Within Area A on the ODP:</u> <ol style="list-style-type: none"> <li>a. <u>Landscaping shall be provided and maintained along the full length of the road boundary apart from vehicle or pedestrian crossings. This landscape strip shall be a minimum of 2m deep.</u></li> <li>b. <u>The landscape strip required in (1) shall include a minimum of one</u></li> </ol> </li> </ol>	<p><b><u>Activity status when compliance is not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u>  <u>SPZ-RA-MD8 – Landscaping</u></p> <p><b><u>Notification</u></b></p>

<p><u>evergreen tree for every 10m of road frontage or part thereof, with a minimum of one tree per site frontage, with the trees to be a minimum of 1.5m in height above ground at the time of planting.</u></p> <p><u>c. All tree and plant species shall be taken from the Native Tree Species list in SPZ(RA)-APP2 – Plant Species.</u></p> <p><u>2. Within Area B on the ODP</u></p> <p><u>a. Boundary plantings shall be provided along all internal boundaries and be capable of achieving a height of 4m.</u></p> <p><u>b. No boundary plantings shall extend beyond a point 20m from of any taxiway.</u></p> <p><u>c. Landscaping shall be provided and maintained along the full length of the road boundary apart from vehicle or pedestrian crossings. This landscape strip shall be a minimum of 2m deep and plant species shall be capable of achieving a height of 2m.</u></p> <p><u>d. Properties fronting Priors Road shall be provided with a post and rail fence of at least 1.2m high along these road boundaries.</u></p> <p><u>e. All tree and plant species shall be taken from SPZ(RA)-APP2 – Plant Species.</u></p>	<p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>
<p><b><u>SPZ(RA)-BFS10 Taxiways</u></b></p>	
<p><u>1. All taxiways must be accompanied by a statement from a suitably qualified expert certifying that they are legally protected, formed and designed (including safety fencing if necessary) in accordance with the requirements of the Civil Aviation Authority.</u></p>	<p><b><u>Activity status when compliance is not achieved: RDIS</u></b></p> <p><b><u>Matters of discretion are restricted to:</u></b>  <u>SPZ-RA-MD6 – Civil Aviation requirements</u></p> <p><b><u>Notification</u></b>  <u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>

### **Matters of Discretion**

<p><b><u>SPZ-RA-MD1</u></b></p>	<p><b><u>Height</u></b></p> <p><u>1. The extent to which the additional height is necessary for the operational or functional needs of the airfield related activity, or otherwise results in adverse effects on the safe, efficient and effective function and operation of the Rangiora Airfield.</u></p> <p><u>2. The extent to which any increased building height will result in visual dominance, loss of privacy and outlook of adjoining sites or incompatibility with the scale and character of buildings within and surrounding the site.</u></p>
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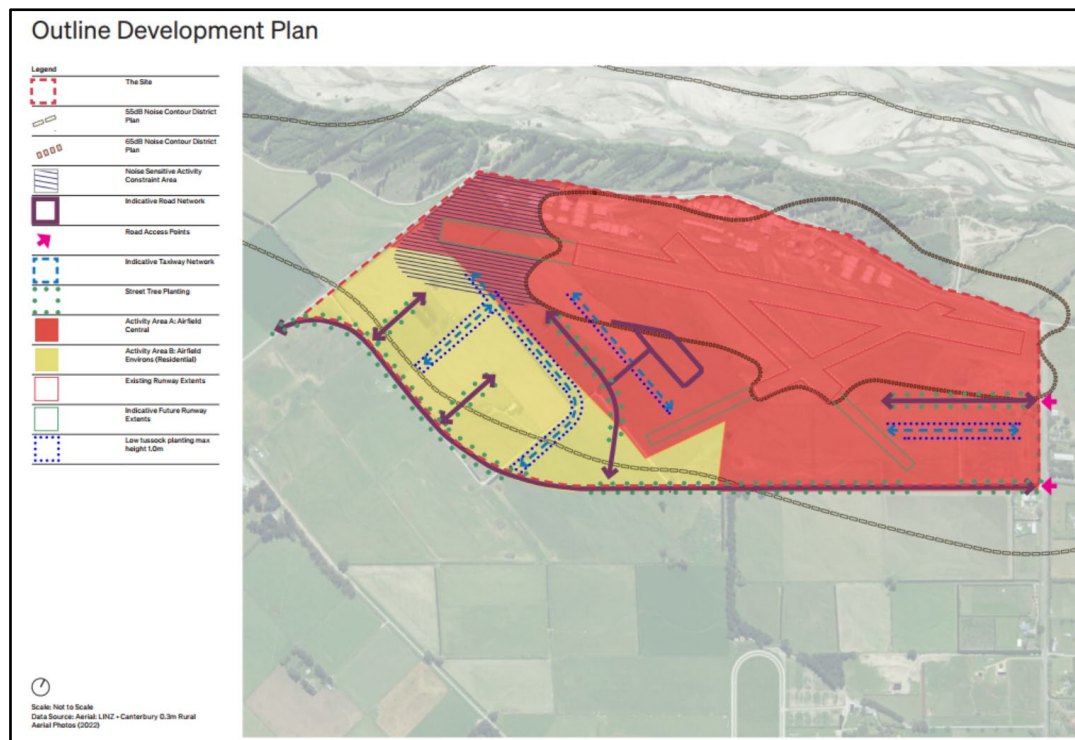
	<ol style="list-style-type: none"> <li>3. <u>The need for the height breach to allow more efficient or practical use of the remainder of the site.</u></li> <li>4. <u>The ability to mitigate adverse effects through the use of screening, planting, landscaping and alternative design.</u></li> </ol>
<b><u>SPZ-RA-MD2</u></b>	<b><u>Coverage</u></b> <ol style="list-style-type: none"> <li>1. <u>The intensity and scale of the built form and the extent to which it is appropriate to the zone and will maintain the character and amenity values of the zone.</u></li> <li>2. <u>The extent to which the building coverage breach is necessary due to the shape of the site.</u></li> <li>3. <u>The extent to which the building coverage breach is necessary to facilitate practical use of the building or day to day management of the site, including the need to align with existing buildings and their associated use and/or airfield activities.</u></li> <li>4. <u>Extent of impermeable surfacing on the site.</u></li> <li>5. <u>Any impacts on stormwater management or the management of water on the site.</u></li> </ol>
<b><u>SPZ-RA-MD3</u></b>	<b><u>Building and structure setbacks</u></b> <ol style="list-style-type: none"> <li>1. <u>The need for the setback breach to result in a more efficient, practical and better use of the site.</u></li> <li>2. <u>The proposed use of the setback and the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better outcome.</u></li> <li>3. <u>The potential adverse impacts of activities within the SPZ(RA) on residents in Activity Area B and/or the adjoining Rural Lifestyle zone.</u></li> <li>4. <u>With respect to a road setback, any adverse effects on the efficient and safe functioning of the road.</u></li> <li>5. <u>With respect to a setback from the stopbank of the Ashley River/Rakahuri, the potential adverse effects on natural values and natural hazards.</u></li> </ol>
<b><u>SPZ-RA-MD4</u></b>	<b><u>Setback from taxiway</u></b> <ol style="list-style-type: none"> <li>1. <u>The setback from the taxiway enables aircraft operations to continue without hindrance, or safety being compromised, including planned or potential growth of the Rangiora Airfield.</u></li> <li>2. <u>The effect the reduced setback will have an adverse actual or potential effect on the safety, efficiency and operation (including aircraft safety) of Rangiora Airfield.</u></li> <li>3. <u>The effect of the reduced setback on amenity values.</u></li> </ol>
<b><u>SPZ-RA-MD5</u></b>	<b><u>Outdoor storage and screening</u></b> <ol style="list-style-type: none"> <li>1. <u>The extent of visual impacts on the adjoining environment.</u></li> <li>2. <u>The extent to which site constraints and/or the functional requirements of the activity limit the ability to provide and/or screen the outdoor storage area.</u></li> <li>3. <u>The extent to which any proposed landscaping or screening mitigates the effects amenity effects of the outdoor storage.</u></li> </ol>
<b><u>SPZ-RA-MD6</u></b>	<b><u>Civil Aviation Requirements</u></b> <ol style="list-style-type: none"> <li>1. <u>An application for resource consent within the Special Purpose Zone (Rangiora Airfield) must be accompanied by a statement from a suitably qualified expert to certify that:</u>  <u>(a) the activity subject to the resource consent complies with any relevant Civil Aviation requirements; and,</u> </li> </ol>

	<u>(b) whether the infringement of the standard will affect aircraft operations and safety.</u>
<b><u>SPZ-RA-MD7</u></b>	<b><u>Outdoor living space and waste management area for storage for residential units</u></b> <ol style="list-style-type: none"> <li><u>1. The extent to which the reduction in outdoor living space, in area or dimension, will affect the ability of the site to provide an appropriate level of amenity and meet outdoor living needs of residents.</u></li> <li><u>2. The extent which the reduction in the waste management area:</u> <ol style="list-style-type: none"> <li><u>a. is necessary due to the site constraints and/or the functional requirements of the activity.</u></li> <li><u>b. impacts upon the amenity of pedestrians or adjoining residential activities.</u></li> <li><u>c. is screened by proposed landscaping or screening.</u></li> </ol> </li> </ol>
<b><u>SPZ-RA-MD8</u></b>	<b><u>Landscaping</u></b> <ol style="list-style-type: none"> <li><u>1. The extent to which there are any compensating factors for reduced landscaping or fencing, including the nature or scale of planting proposed, the location of any parking, servicing, manoeuvring or storage areas, or the location of buildings.</u></li> <li><u>2. The extent to which the visual effects of reduced landscaping are mitigated through the location of residential or other non-industrial or non-aircraft related buildings.</u></li> </ol>
<b><u>SPZ-RA-MD9</u></b>	<b><u>Character and amenity values</u></b> <ol style="list-style-type: none"> <li><u>1. The scale of the building on the site and its compatibility with the character and amenity values of the surrounding zone.</u></li> <li><u>2. The extent to which the site layout and building design will internalise and mitigate effects including noise, lighting, impact on privacy.</u></li> <li><u>3. The extent to which the colour and use of external materials integrate the building into the character of the surrounding zone and mitigate reflectivity.</u></li> <li><u>4. The extent to which there is a practical and functional need for the increased scale.</u></li> </ol>

## **Appendices**

### **SPZ(RA)-APP1 – ODP**

**Include an ODP to like effect of the below, including standardised Council format**



## **SPZ(RA)-APP2 – Plant Species**

### **NATIVE TREE SPECIES**

<u>Dicksonia fibrosa</u>	<u>Fibrous Tree fern</u>
<u>Dicksonia squarrosa</u>	<u>Rough Tree fern</u>
<u>Dodonaea viscosa</u>	<u>Akeake</u>
<u>Hoheria species</u>	<u>Lacebark</u>
<u>Kunzea ericoides</u>	<u>Kānuka</u>
<u>Olearia paniculata</u>	<u>Golden akeake</u>
<u>Pittosporum species</u>	<u>New Zealand pittosporum</u>
<u>Plagianthus regius</u>	<u>Ribbonwood</u>
<u>Podocarpus totara var.</u>	<u>New Zealand tōtara</u>
<u>Pseudopanax arboreus</u>	<u>Five finger</u>
<u>Pseudopanax crassifolium</u>	<u>Lancewood</u>
<u>Pseudopanax ferox</u>	<u>Toothed lancewood</u>
<u>Pseudowintera colorata</u>	<u>Pepper tree</u>
<u>Sophora species</u>	<u>Kōwhai</u>

### **NATIVE SHRUB PLANTINGS**

<u>Arthropodium cirratum</u>	<u>Rengarenga, rock lily</u>
<u>Asplenium bulbiferum</u>	<u>Hen and chicken fern</u>
<u>Astelia species</u>	<u>Astelia</u>
<u>Blechnum discolor</u>	<u>Crown fern</u>
<u>Blechnum novae-zelandiae</u>	<u>Kiokio, palm leaf fern</u>
<u>Brachyglottis greyi 'Sunshine'</u>	<u>Bright eyes</u>
<u>Carex Testacea</u>	<u>Orange Sedge</u>
<u>Chionochloa flavicans</u>	<u>Miniature toetoe</u>
<u>Clianthus puniceus</u>	<u>Kaka beak</u>
<u>Coprosma species</u>	<u>Mirror plant</u>
<u>Corokia species</u>	<u>Corokia</u>
<u>Dianella nigra</u>	<u>New Zealand blueberry</u>
<u>Griselinia littoralis var.</u>	<u>New Zealand broadleaf</u>

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<u>Hebe species</u>	<u>New Zealand lilac</u>
<b><u>Libertia species</u></b>	<b><u>New Zealand iris</u></b>
<u>Lobelia angulata</u>	<u>Pānakenake</u>
<u>Lophomyrtus obcordata</u>	<u>New Zealand myrtle</u>
<b><u>Myosotidium hortensia</u></b>	<b><u>Chatham Islands forget-me-not</u></b>
<u>Olearia paniculata</u>	<u>Golden akeake</u>
<b><u>Pachystegia insignis</u></b>	<b><u>Marlborough rock daisy</u></b>
<b><u>Phormium var.</u></b>	<b><u>New Zealand flax</u></b>
<b><u>Pimelea prostrata</u></b>	<b><u>New Zealand daphne</u></b>
<u>Pittosporum species</u>	<u>New Zealand pittosporum</u>
<b><u>Poa cita</u></b>	<b><u>Silver Tussock</u></b>
<u>Pseudopanax lessonii var.</u>	<u>Five finger</u>
<u>Pseudowintera colorata</u>	<u>Pepper tree</u>

### **EXOTIC TREE SPECIES:**

<u>Acer species</u>	<u>Maple (Japanese)</u>
<u>Aesculus hippocastanum</u>	<u>Horse chestnut</u>
<u>Alnus species</u>	<u>Alder</u>
<u>Carpinus betulus 'Fastigiata'</u>	<u>Upright hornbeam</u>
<u>Cercis canadensis</u>	<u>Forest pansy</u>
<u>Cornus species</u>	<u>Dogwood</u>
<u>Fagus species</u>	<u>Beech</u>
<u>Fraxinus species</u>	<u>Ash</u>
<u>Ginkgo biloba</u>	<u>Maidenhair tree</u>
<u>Liquidambar var.</u>	<u>Sweet gum</u>
<u>Liriodendron var.</u>	<u>Tulip tree</u>
<u>Magnolia grandiflora</u>	<u>Evergreen magnolia (Little Gem)</u>
<u>Phebalium squameum</u>	<u>Satin wood</u>
<u>Platanus species</u>	<u>Plane</u>
<u>Prunus species</u>	<u>Flowering cherry</u>
<u>Quercus species</u>	<u>Oak</u>
<u>Sorbus aria</u>	<u>Whitebeam</u>
<u>Tilia species</u>	<u>Lime tree</u>
<u>Ulmus species</u>	<u>Elm tree</u>
<u>Zelkova serrata</u>	<u>Japanese elm</u>

### **EXOTIC PLANT SPECIES**

<u>Abelia grandiflora var.</u>	<u>Glossy abelia</u>
<b><u>Agapanthus (dwarf var.)</u></b>	<b><u>African lily</u></b>
<u>Ajuga reptans var.</u>	<u>Carpet bugle</u>
<u>Aristea</u>	<u>Blue iris</u>
<u>Armeria maritima</u>	<u>Sea thrift</u>
<u>Aucuba japonica</u>	<u>Japanese laurel</u>
<b><u>Azalea species</u></b>	<b><u>Azalea</u></b>
<b><u>Bergenia</u></b>	<b><u>Pig squeak</u></b>
<b><u>Buxus species</u></b>	<b><u>Boxwood</u></b>
<u>Camellia species</u>	<u>Camellia</u>
<u>Canna</u>	<u>Bush lily</u>
<u>Choisya species</u>	<u>Mexican orange blossom</u>
<u>Cistus var.</u>	<u>Rock rose</u>
<u>Coleonema pulchellum var.</u>	<u>Breath of heaven</u>
<b><u>Convolvulus cneorum</u></b>	<b><u>Silverbush</u></b>
<b><u>Daphne odora var.</u></b>	<b><u>Winter daphne</u></b>
<u>Dichroa versicolor</u>	<u>Blue sapphire</u>
<b><u>Dietes grandiflora</u></b>	<b><u>Wild iris</u></b>

<u>Erica carnea</u>	<u>Winter heath</u>
<u>Euonymus japonicus</u>	<u>Japanese spindle</u>
<u>Euphorbia</u>	<u>Spurges</u>
<u>Euryops pectinatus</u>	<u>Golden daisy bush</u>
<b><u>Felicia amelloides</u></b>	<b><u>Blue marguerite</u></b>
<b><u>Gazania</u></b>	<b><u>Treasure flower</u></b>
<b><u>Heuchera var.</u></b>	<b><u>Coral bells</u></b>

*Bold plants are plants that would comply to be planted within the height restricted areas. It is important that the suitability of species is considered in all landscape plans to ensure the plants' survival and long-term health. This means assessing the soil type, soil moisture, topography and localised climatic conditions.*

## **PLANNING MAPS**

**Change zoning at Rangiora Airfield (land identified as Activity Area A and Activity Area B within the ODP) from Rural Lifestyle Zone to Special Purpose Zone (Rangiora Airfield), and update the non-urban flood assessment overlay to urban flood assessment overlay as necessary.**

## **DEFINITIONS**

<b><u>AIRFIELD ACTIVITY</u></b>	<p><u>Means the following use of land and/or buildings related to or ancillary to the function and operation of the Rangiora Airfield:</u></p> <ul style="list-style-type: none"> <li><u>a. any activity associated with Aircraft Operation (excluding aircraft operation);</u></li> <li><u>b. runways, taxiways, aprons, and other aircraft movement areas;</u></li> <li><u>c. hangars and control towers;</u></li> <li><u>d. rescue, fire, police and medical facilities;</u></li> <li><u>e. aircraft fuel installations and aircraft fuel servicing facilities;</u></li> <li><u>f. navigation and safety aids, meteorological stations, lighting (other than runway lighting) and telecommunications facilities;</u></li> <li><u>g. commercial and industrial activities associated with the needs of pilots, visitors and employees and/or aircraft maintenance and airfield business;</u></li> <li><u>h. freight facilities;</u></li> <li><u>i. activities and facilities directly associated with servicing the needs of airfield visitors, pilots and employees;</u></li> <li><u>j. aviation related educational activities, including aircraft training facilities and accommodation facilities;</u></li> <li><u>k. aviation warehouses and aviation storage facilities;</u></li> <li><u>l. stormwater facilities, infrastructure, and utility activities;</u></li> <li><u>m. monitoring and site investigation activities;</u></li> <li><u>n. signs;</u></li> <li><u>o. administration and offices associated with any airfield activity;</u></li> </ul>
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	<u>p. any ancillary activities, buildings and structures related to the above.</u>
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EI-R51	Activities and development (other than earthworks) within a National Grid Yard	
All Zones	<b>Activity status: PER</b> Where: <ol style="list-style-type: none"> <li><u>1. the activity is not a sensitive activity;</u></li> <li><u>2. buildings or structures comply with NZECP34: 2001 and are:</u> <ol style="list-style-type: none"> <li><u>a. for a network utility; or</u></li> <li><u>b. a fence not exceeding 2.5m in height above ground level; or</u></li> <li><u>c. a non-habitable building or structure used for agricultural and horticultural activities (including irrigation) that is not:</u> <ol style="list-style-type: none"> <li><u>i. a milking shed/dairy shed (excluding the stockyards and ancillary platforms);</u></li> <li><u>ii. a wintering barn;</u></li> <li><u>iii. a building for intensive indoor primary production;<sup>2 3</sup></u></li> <li><u>iv. a commercial greenhouse; or</u></li> <li><u>v. produce packing facilities;</u></li> </ol> </li> <li><u>d. building alterations or additions to an existing building or structure that do not increase</u></li> </ol> </li> </ol>	<b>Activity status when compliance not achieved: NC</b> <b>Notification</b> An application under this rule is precluded from being publicly notified, but may be limited notified only to Transpower where the consent authority considers this is required, absent its written approval.

<sup>2</sup> Transpower [195.43].

<sup>3</sup> Horticulture NZ [295.80].

	<p><u>the height above ground level or footprint of the existing building or structure;</u></p> <p><u>3. a building or structure provided for by (2)(a) to (d) must:</u></p> <p><u>a. not be used for the handling or storage of hazardous substances with explosive or flammable intrinsic properties in greater than domestic scale quantities;</u></p> <p><u>b. not permanently obstruct existing vehicle access to a National Grid support structure;</u></p> <p><u>c. be located at least 12m from the outer visible edge of a foundation of a National Grid support structure, except where it is a fence not exceeding 2.5m height above ground level that is located at least 6m from the outer visible edge of a foundation of a National Grid support structure.</u><sup>4</sup></p> <p><del>1. the activities and development within a National Grid Yard in (a) to (i) below comply with the safe electrical clearance distances set out in the NZECP; and where the activities and development in</del></p>	
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<sup>4</sup> Transpower [195.43].

	<p>(d) to (i) below are set back 12m from any National Grid support structure:</p> <p>a. <del>network utilities</del> (other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes) undertaken by network utility operators;</p> <p>b. <del>fences no greater than 2.5m in height above ground level and no closer than 6m from the nearest National Grid support structure;</del></p> <p>c. <del>artificial crop protection and support structures between 8m and 12m from a single pole or pi-pole and any associated guy-wire (but not a tower) that:</del></p> <p style="padding-left: 40px;">i. <del>meets the requirements of the NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances for separation distances from the conductor;</del></p> <p style="padding-left: 40px;">ii. <del>is a maximum of 2.5m in height above ground level;</del></p> <p style="padding-left: 40px;">iii. <del>is removable or temporary;</del></p>	
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	<p>to allow clear working space 12m from the pole when necessary for maintenance and emergency repair purposes;</p> <p>iv. allows all weather access to the pole and a sufficient area for maintenance equipment, including a crane;</p> <p>d. any new non-habitable building less than 2.5m in height above ground level and 10m<sup>2</sup> in floor area;</p> <p>e. non-habitable buildings or structures used for agricultural and horticultural activities, provided they are not a milking shed/dairy shed (excluding the stockyards and ancillary platforms), a wintering barn, a building for intensive farming activities, or a commercial greenhouse;</p> <p>f. mobile irrigation equipment used for agricultural and horticultural activities;</p> <p>g. other than reticulation and storage of water in dams or reservoirs</p>	
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	<p>in (a) above, reticulation and storage of water for irrigation purposes provided that it does not permanently physically obstruct vehicular access to a National Grid support structure;</p> <p><del>h. building alteration and additions to an existing building or other structure that does not involve an increase in the height above ground level or footprint of the building or structure; and</del></p> <p><del>a. a building or structure where Transpower has given written approval in accordance with clause 2.4.1 of the NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances.<sup>5</sup></del></p>	
<b>All Zones</b>	<p><b>Activity status: NC</b></p> <p>Where:</p> <p><del>1. activities and development within a National Grid Yard involve the following:</del></p> <p><del>a. any activity and development that permanently physically impedes vehicular access to a National Grid support structure;</del></p> <p><del>b. any new building for a sensitive activity;</del></p>	<p><b>Activity status when compliance not achieved: N/A<sup>6</sup></b></p>

<sup>5</sup> Transpower [195.43].

<sup>6</sup> Transpower [195.43].

	<p><del>c. any change of use to a sensitive activity or the establishment of a new sensitive activity;</del></p> <p><del>d. dairy/milking sheds or buildings for intensive farming or wintering barns; and</del></p> <p><del>e. any hazardous facility that involves the storage and handling of hazardous substances with explosive or flammable intrinsic properties within 12m of the centreline of a National Grid transmission line.</del></p> <p><b>Notification</b>  <del>An application under this rule is precluded from being publicly notified, but may be limited notified only to Transpower where the consent authority considers this is required, absent its written approval.</del></p>	
	<p><b>Advisory Note</b></p> <ul style="list-style-type: none"> <li>National Grid transmission lines are shown on the planning map.</li> </ul>	

<b>EI-R56</b>	<b>Activities and development (other than earthworks or network utilities) adjacent to a <del>66kV or 33kV</del> <u>major</u><sup>7</sup> electricity distribution line</b>	
<b>All Zones</b>	<p><b>Activity status: NC</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li><u>new, or expansion or extension of existing</u>,<sup>8</sup> activities and development adjacent to a <del>66kV or</del></li> </ol>	<b>Activity status when compliance not achieved: N/A</b>

<sup>7</sup> Mainpower [249.94].

<sup>8</sup> Mainpower [249.95].

	<p><del>33kV</del><u>major</u><sup>9</sup> electricity distribution line involve the following:</p> <p><del>a. new a</del> sensitive activity <del>and or a new</del> buildings <del>or structure</del><sup>10</sup> (excluding accessory buildings)<sup>11</sup> within <del>6m</del><sup>12</sup> of the centreline of a <del>66kV or</del> <del>33kV</del><u>major</u><sup>13</sup> electricity distribution line or within <del>40m</del> <del>6m</del><sup>14</sup> of the <del>visible outer edge of a</del><sup>15</sup> foundation of <del>an associated</del> a pole, <del>pi-pole</del><sup>16</sup> or tower; <del>and or</del></p> <p><del>a.b. does not comply with the requirements of NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances.</del><sup>17</sup></p> <p><del>b. new fences more than 2.5m high and within 5m of the visible outer edge of a foundation for a 66kV or 33kV electricity distribution line, pole or tower.</del><sup>18</sup></p> <p><b>Notification</b> An application under this rule is precluded from being publicly notified, but may be limited notified only to the relevant electricity distribution line operator where the consent authority considers this is required, absent its written approval.</p>	
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<sup>9</sup> Mainpower [249.94].

<sup>10</sup> Mainpower [249.94].

<sup>11</sup> Mainpower [249.94].

<sup>12</sup> Mainpower [249.94].

<sup>13</sup> Mainpower [249.94].

<sup>14</sup> Mainpower [249.94].

<sup>15</sup> Mainpower [249.94].

<sup>16</sup> Mainpower [249.94].

<sup>17</sup> Mainpower [249.94].

<sup>18</sup> Mainpower [249.94].

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	<p><b>Advisory Notes</b></p> <ul style="list-style-type: none"><li>• <del>66kV/33kV</del> <b>Major</b><sup>19</sup> electricity distribution lines are shown on the planning map.</li><li>• Vegetation to be planted around electricity distribution lines should be selected and managed to ensure that it will not breach the Electricity (Hazards from Trees) Regulations 2003.</li><li>• The NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances contains restrictions on the location of activities and development in relation to electricity distribution lines. Activities and development in the vicinity of these lines must comply with NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances.</li></ul>
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<sup>19</sup> Mainpower [249.94].