



18.0 SUBDIVISION AND DEVELOPMENT

18.1 Introduction

18.1.1 General

Inappropriate subdivision and development of the District's land resources can have adverse consequences for sustainable land use. It can create or be affected by natural hazards such as flooding and land instability, or it can result in inappropriate land tenure for the long term use of the resource for future generations.

Development and subdivision can also increase pressure on the use of other resources such as roads, water supply and waste disposal and stormwater systems.

The Resource Management Act 1991 allows Council to control the subdivision and development of land within the District (S.11, Part X, and 2nd Schedule of the Act) in order to achieve sustainable management. This requirement will be implemented in this Plan by controlling only those adverse effects considered significant in terms of the environment and the long term use of the resource.

18.1.2 Financial Contributions

Financial contributions are imposed so that the costs associated with new development do not fall inequitably upon existing ratepayers. The District Plan uses financial contributions to build into the cost of new development any physical and environmental costs that can be identified. Contributions can be imposed in respect of car parking, roading, water supply, storm water, wastewater, and reserves. They are intended to cover a fair share of the cost of expanding the capacity of existing infrastructure systems to cope with additional demand from new development. They are also intended to impose upon the developer a fair share of the burden of avoiding, remedying, or mitigating the adverse environmental effects resulting from development.

The aim of financial contributions is to:

- Avoid land use activities generating adverse environmental effects as a result of infrastructural systems not being able to cope with additional demand;
- Avoid downgrading of the quality of service offered to existing users as a result of additional loadings from new subdivision and development;



- Provide a mechanism to mitigate the adverse effects on the District's natural and physical resources that may result from new subdivision and development; and
- Avoid pressure on reserves and recreational areas in existing areas by providing additional reserves and enhancement of existing reserves.

Subdivision and development adds incrementally to demands on the infrastructure of the District. Council considers new developments should contribute a fair and reasonable sum towards meeting the cost of demand.

Development in different parts of the District places different costs on Council and different loadings on infrastructural systems. While there are effectively several separate networks, Council has chosen not to develop differing contributions given the existing District-wide funding source and the potential to create unintended cost barriers to development in parts of the District based on differentials in contributions. Council has therefore chosen to balance these varying costs by developing a District-wide flat fee for each of the services for which a financial contribution is required.

The levels of the contributions are based on the financial value of the existing networks divided by the number of existing users. In this manner new subdivision or developments effectively 'buy in' to the existing networks. Financial contributions are aimed at ensuring that positive effects accrue from future development.

Council may include conditions requiring financial contributions as defined in Section 108(9) of the Resource Management Act 1991 upon the granting of a resource consent. Financial contributions are imposed for the purpose of achieving the outcomes of the District Plan.

18.1.3 **Esplanade Reserves and Riparian Management**

The Resource Management Act 1991 provides for esplanade reserves, esplanade strips and access strips at the margins of rivers, lakes and streams when consents are granted (including all resource consents and building consents). Council will determine on a case by case basis the most appropriate method to achieve riparian management on specified waterbodies in accordance with stated criteria.

Riparian protection of lake, river and stream margins may be required in order to avoid, remedy or mitigate the adverse effects of erosion, subsidence and inundation on the environment and to protect water quality and flora and fauna habitats.



Esplanade Reserves are areas of land alongside water bodies which are surveyed, reserved and generally vested in the District Council. The purpose of these reserves is to maintain public access and/or protect conservation values of the water body. The Reserves are fixed and do not move with changes in the position of the water body. In some cases compensation will be payable.

Esplanade Strips are areas alongside water bodies and/or the beds of water bodies which provide public access and/or protect conservation values. Ownership remains with the landowner but with restrictions noted on the land title. The restrictions can be imposed by Council as conditions of consent for activities which are not provided for as of right. Such restrictions may include prohibition of carrying of firearms, lighting of fires, laying of poison etc without the landowner's consent. Strips may be closed or additional restrictions imposed at certain times of the year for purposes such as lambing. Esplanade strips move with changes in the position of the water body and although they must be shown on a survey plan, they are not required to be surveyed which significantly reduces costs.

Access Strips are negotiated by agreement between the Council and landowners to allow public pedestrian access across private land to esplanade reserves and strips. Access strips are surveyed and shown on the certificate of title. The Act specifies the circumstances under which compensation can be paid.

This section deals with the general provisions applying to all subdivisions and developments carried out in the District and applies to all land use activities irrespective of the zone within which they are located.

Information has been sourced from a Draft Reserves Management Strategy and overlaid on cadastral maps supplied by DOSLI. As further information becomes available, this will be incorporated into the District Plan by way of a Plan Change.

18.2 Objectives

- 18.2.1 To avoid, remedy or mitigate any adverse effects of subdivision and development on the natural and physical environment.
- 18.2.2 To ensure that new development within the District contributes positively and equitably to the sustainability of the environmental and infrastructural resources of the District.
- 18.2.3 To ensure that the infrastructural services required to support subdivision and subsequent development continue to operate in an efficient manner, and to ensure the effects of increased demands on these systems will not adversely affect the District's



natural and physical resources, nor will compromise the quality of service provided to present users.

- 18.2.4 Provision of appropriate riparian margin protection, including esplanade reserves and esplanade strips, where the community has identified that protection is required.

18.3 Policies

- 18.3.1 To ensure that adequate services and facilities are provided as part of the development and subdivision of land in order to meet the needs of the community and avoid adverse effects on the environment.
- 18.3.2 To ensure that appropriate mitigation measures are taken in the design and development of subdivision and land uses.
- 18.3.3 To require financial contributions for subdivision consents to reflect the additional demand on infrastructural services generated by the subdivision and subsequent development.
- 18.3.4 To require financial contributions for the provision of car parking where this cannot be provided by an activity or development to the extent required on site.
- 18.3.5 To allow for the payment of financial contributions in accordance with the planned stages of any subdivision activity subject to financial and security arrangements being entered into by Council and the developer.
- 18.3.6 To make provision for an annual review of the level of financial contributions that will be applied.
- 18.3.7 To implement a riparian management programme on nominated rivers, streams lakes, and wetlands.
- 18.3.8 To require riparian protection in association with the development of resources when a consent is either required under the Resource Management Act 1991 or the Building Act 1991 in accordance with the requirements of this District Plan and identified community needs.
- 18.3.9 To ensure public access to esplanade reserves and esplanade strips where and when appropriate.
- 18.3.10 To use the most cost effective method to achieve riparian management and protection on nominated rivers, streams, lakes and wetlands.
- 18.3.11 To provide for subdivisions to accommodate works and facilities of network utility operators.



18.4 Methods to Achieve Objectives and Policies

The following identifies the methods that are to be used to achieve the objectives and policies contained in this District Plan.

18.4.1 General

- (i) Provide a Code of Practice for Subdivision and Development as a means of compliance for engineering works for subdivision and development.
- (ii) Use education material to improve public knowledge about riparian management issues.
- (iii) Implement a riparian management programme on nominated rivers streams, lakes and wetland in the District.

18.4.2 Specific Rules

18.4.2.1 Suitability of Site

Any site being created or developed shall be suitable for the activity for which it is proposed. Suitability will be assessed in terms of topography, hazards (See Section 11), service availability, road access, and effects on the environment as specified in the zone rules.

Therefore Council will require in addition to the requirements of Section 88 and 219 of the Act and Section 5 (Administration) of this District Plan that the following matters shall be addressed where appropriate in a report to accompany an application for resource consent for subdivision or development:

- (i) Description of any ecological, archaeological, historical or other features of value to the community on the land proposed to be subdivided or developed.
- (ii) Description of all existing and proposed entranceways serving the land to be subdivided or developed.
- (iii) Description of whether private ways can be formed to Council's standards without encroaching onto land outside the private way easement boundaries.
- (iv) Description of the current standard of formation of any existing or proposed private ways serving the land being subdivided or developed.
- (v) Description of any development work proposed to be carried out by the applicant to meet Council's subdivision and development standards.



- (vi) The methods of providing water supply, waste water and stormwater disposal, natural gas, electricity and telecommunication reticulation for the subdivision or development are to be addressed in a report to accompany the subdivision or development resource consent application and where these are to be provided, a detailed description on how this is to be provided is required.

18.4.2.2 Services

(i) *Stormwater Drainage*

- (a) Each proposed new site created shall be completely self contained in respect of stormwater disposal or shall be served by a system approved by Council.
- (b) The subdivider or developer shall also provide for drainage of upstream catchments and mitigate the effects of the development on downstream land or properties owned or occupied by other persons.
- (c) Notwithstanding (a) above, sites in the General Industrial, Commercial Fringe, and the Commercial Core Zones shall have individual stormwater connections to a Council approved system.

(ii) *Sewerage*

- (a) Each proposed new site created shall be completely self contained in respect of sanitary drainage or shall be served by a system approved by Council.
- (b) Notwithstanding (a) above, sites shall have individual sewerage connections to Council's reticulated system, if available.

(iii) *Water Supply*

- (a) Each proposed new site created shall be provided with an adequate supply of potable water.
- (b) If the land area being subdivided or developed is within an area served by a Council water supply, then adequate water reticulation shall be provided to the site, except in the Rural Zone where the following policy shall apply:

Rural Water Supply Policy

New allotments being created less than or equal to 4 hectares with or without existing dwelling(s):



A condition shall be imposed requiring that the water supply be both potable and adequate. The applicant may be asked by Council to demonstrate that the existing water supply is both potable and adequate.

New allotments being created greater than 4 hectares with or without existing dwelling(s):

If applicant's agent advises Council that the allotment will be used for rural/residential/lifestyle use then a potable and adequate water condition will be imposed.

If the applicant advises Council that the allotment will not be used for rural-residential/lifestyle use then a condition shall be imposed requiring that the water supply be adequate. Adequate at time of subdivision for the land use currently in place will be acceptable, i.e. An adequate water supply for forestry is less than that necessary for a dairy farm. A condition shall not be imposed requiring that the water supply be potable.

Lots created over 4 hectares with existing dwellings with existing water supplies will not be tested for potability unless clearly identified for rural/residential/lifestyle use.

Boundary Adjustments:

A condition shall not be imposed requiring that the water supply be both potable and adequate providing all lots retain their existing operational supply, unless the boundary adjustment substantially changes the character of the resultant lot(s), then conditions will be imposed as for new allotments.

(iv) *Power and Telecommunication Services*

- (a) Each proposed new site created within an urban area shall be provided with underground electric power and telecommunication services.

18.4.2.3 **Access**

(i) *Vehicle Crossings*

- (a) A formed vehicle crossing shall be provided to each site created.

(ii) *Roads*



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- (a) Access to seven or more proposed new rear sites or dwelling units shall be provided by the formation and dedication of a public road in accordance with Table 1.
- (b) Rear access by means of a legal formed service lane shall be provided to all new development creating 4 or more rear sites in the Commercial and Industrial Zones.
- (iii) *Accessways*
- (a) Accessways to six or fewer proposed new rear sites or dwelling units shall be provided and formed in accordance with Table 2.
- (b) Accessway gradients shall not exceed 1 in 6 except by specific design approved by Council and must be formed in accordance with Table 2.
- (c) The surfaces of the carriageways specified in Table 2 are as follows:
- Type 1, Residential and Reserve Zones - sealed or equivalent surfacings.
 - Type 2, Rural and Airport Zones - metalled surfaces are acceptable.
 - Type 3, Commercial, Industrial and Hydro Zones - sealed or an equivalent surfacing.
- (iv) *State Highway Crossing Places*
- (a) Vehicle crossings onto State Highways shall comply with Table 3, or comply with conditions imposed by Transit New Zealand.
- (b) Sight distances shall be measured in accordance with Appendix H, Figure 19.
- Note: All resource consent applications for properties fronting onto a State Highway are to be forwarded to Transit New Zealand for their comments.**
- (v) *Railway Crossing Places*
- (a) Each proposed new site created shall comply with Appendix H, Figure 27 Traffic Sight Lines.



Table 1 – ROADWAYS

Classification	Traffic Volumes vehicles per day	Sites Served	Potential Dwelling Units Served	Minimum Road Widths	
				Reserve Width	Carriageway
Short cul-de-sac (< 100 m)		7 +	< 20	12.0 m	5.5 m
Long cul-de-sac (> 100 m)		7 +	> 20	15.0 m	6.0 m
Minor Access		7-25	< 100	15.0 m	6.0 m
Local Industrial/ Commercial/Hydro	< 200	7 +	NA	17.0 m	8.0 m
Sub Collector Streets					
Residential & Reserve			100 - 150	17.0 m	8.0 m
Industrial, Commercial & Hydro	200 - 1000			17.0 m	8.0m
Collector Streets	> 1000		150 - 450	20.0 m	11.0 m
Rural Group 1	< 30	NA	7 - 10	17.0 m	4.9 m
Rural Group 2	30 - 100		11 - 25	20.0 m	6.7 m



Table 2 - ACCESSWAYS ON PRIVATE OR PUBLIC LANDS

Type	Zone	Sites Served	Potential Dwelling Units Served	Minimum Widths	
				Accessway	Carriageway
1.	Residential and Reserve Zones	NA	1 - 2	3.5 m	2.5 m
			3 - 6	4.5 m	3.5 m
2.	Rural and Airport Zones < 80 m long accessway > 80 m long accessway also requires passing bays at 80 m intervals	1 2 - 6 1 - 6	NA	4.5 m	2.5 m
				6.0 m	3.5 m
				6.0 m	3.5 m
3.	Commercial, Industrial and Hydro Zones < 40 m long > 40 m long < 40 m long > 40 m long	1 - 2 1 - 2 3 - 6 3 - 6		4.5 m	3.0 m
				6.0 m	3.5 m
				6.0 m	3.5 m
				12.0 m	5.5 m

Table 3 - SIGHT DISTANCES

Posted Speed (km/h)	Minimum Sight Distance To and From Crossing (in metres) (S)	Minimum Distance Between a Crossing and an Intersection (in metres - measured centreline to centreline)	Minimum Distance Between a SH and a Crossing Down a Side Road (in metres - measured crossing centreline to near boundary of SH)	Minimum Distance Between Crossings (in metres)
100	250	200	60	200
80	170	120	60	100
70	140	100	45	
60	115	50	30	
50	85	30	20	



18.4.2.4 **Carparking, Loading and Manoeuvring**

- (i) Every owner or occupier who constructs or substantially reconstructs, alters or adds to a building on any site or changes the use of any land or building shall provide adequate off-road on-site carparking spaces in accordance with Table 4.

Provided however that such carparking is not required in the Commercial Core Zone and the Neighbourhood Retail zone.

- (ii) Every owner or occupier who constructs or substantially reconstructs, alters or adds to a building on any site or changes the use of any land or building shall provide adequate loading and manoeuvring areas in accordance with the following rules:
- (a) Loading spaces shall be provided on-site for every site in the Commercial Fringe and Industrial Zones, except those sites adjoining a formed service lane.
- (b) Loading spaces shall have at least a minimum width of 4 metres and a minimum depth of 8.5 metres.
- (iii) No reverse manoeuvring onto or off a road is permitted where:
- (a) A site bounds any State Highway (strategic route), arterial or collector route, or
- (b) Any vehicle entrance serves more than 3 required car parking and/or loading spaces, or
- (c) A rear site has access provided by a right of way, or
- (d) Vehicular access to the site is from a road with a legal speed of 70kmh or greater.

In each such case on-site vehicle turning space shall be provided to enable this rule to be complied with.



Table 4 - PARKING REQUIREMENTS

	Use of Site	Parking Spaces Required
a.	Residential, Multi Unit Development (including accessory buildings) and Papakainga Housing	1 space per dwelling house or household unit
b.	Childcare Facilities	1 space per staff member and 1 space per 8 attendees
c.	Residential Accommodation, Residential Institutions, Hospitals, Community Care Housing, Home Stays and Tourist Accommodation	1 space for each guest room/motel unit or bedroom or 1 space for every 5 bed spaces
d.	Places of Assembly (including public halls, country halls and funeral parlours and chapels) but excluding (e) and (j) below and Marae Developments	1 space per 10 persons the building is designed to accommodate
e.	Places of Assembly primarily used for Education	Primary and Intermediate Schools: 2 on-site parking spaces for every 3 full time teachers Secondary Schools: 2 on-site parking spaces for every 3 full time teachers and 1 space per 50 students Tertiary Facilities: 1 space per 5 full time staff members and students
f.	Farming, Forestry and other permitted Rural zone activities not otherwise specified	Nil
g.	Medical Centres and Health Services (excluding hospitals and including veterinary clinics)	2 spaces for every practitioner on the premises at the same time



	Use of Site	Parking Spaces Required
h.	Restaurants	1 space per 5 seats assessed on maximum seating capacity provided
i.	Licensed Premises	1 space for every 10 persons the building is designed to accommodate
j.	Libraries, Art Galleries and Museums	1 space for 50m ² of gross floor space
k.	Workrooms and Kitchens incidental to a permitted activity of which they form a part	The rate required for the principal activity
l.	Home Occupations	One additional space per non-resident employee full-time or full-time equivalent.
m.	Industrial activities including warehouses, and equipment hire premises, in the commercial fringe zone.	1 space for 50m ² <ul style="list-style-type: none">• Gross floor area; and• Open space used for display of articles for sale
n.	Retail shops and offices including postal services, banks, country stores and roadside stalls and market places greater than 75m ² in gross floor area.	1 space for 25m ² total gross floor area excluding the floor area used for parking, loading, mechanical service or pedestrian malls. Note: there is no parking requirement for retail shops 75m ² or smaller in gross floor area.
o.	Industrial activities in the general industrial zone (including warehouses and showrooms) and Industries ancillary to farming or forestry in the Rural zone	1 space for 100m ² <ul style="list-style-type: none">• Gross floor area; and• Site area used
p.	Areas used for indoor or outdoor recreation including clubrooms	1 space per 4 persons the indoor/outdoor facility is designed for
q.	Service Stations and Motor Vehicle Repair Garages	2 spaces per 3 staff on duty 2 spaces per shop 4 spaces per workshop bay

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		3 queuing spaces for carwash 1 space for air hose or vacuum
r.	Uses not mentioned	Parking requirements for uses not mentioned will be assessed having regard to listed activities with similar effects and the number of vehicles normally required to park at the premises

- (iv) Where activity on the site involves more than one category of use, the number of on-site parking spaces required on that site will be the greater requirement of these categories.
- (v) When the assessment of the number of parking spaces results in a fractional space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space.
- (vi) Parking spaces shall have a gradient of no more than 1 in 8 in any one direction.
- (vii) All required parking and loading spaces and manoeuvring area shall be kept clear at all times for the purpose of motor vehicle use and shall not be used for any other purpose, except yard space required pursuant to the bulk and location requirements.
- (viii) All parking, loading and manoeuvring areas shall be located on the site of the activity that they are intended to serve.

18.4.2.5 Compliance

- (i) Where an activity is not a permitted or controlled activity by reason only of its failure to meet Rule 18.4.2.4(i) or (viii) that activity shall be a restricted discretionary activity. Council's discretion shall be restricted to the matters of non-compliance with Rule 18.4.2.4(i), (ii) or (viii) and to the matters in Rule 18.4.2.5(ii).

Consent for such an activity shall be considered without notification or the need to obtain the written approval of affected persons.

NOTE: On-site parking, loading and/or manoeuvring areas can not be offset by use of State Highway.



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- (ii) In assessing such an application Council shall have regard to the following matters:
- (a) The number of workers likely to require parking,
 - (b) The number of vehicle movements likely to be made by visitors or service delivery vehicles to the site,
 - (c) The amount, if any, of public off-road parking available or planned in the neighbourhood.
 - (d) Any physical characteristics of the site or adjoining roads that may affect the ability of the site to provide for off-road space (i.e. physically impractical to provide the required parking, loading and manoeuvring space on-site due to location of buildings, access to the road, topography and utility location).
 - (e) The availability of public on street parking in the vicinity.
 - (f) Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as for the proposed activity, and which:
 - are secured;
 - are within easy walking distance thus not jeopardising pedestrian safety and road function;
 - are clearly associated with the development through signs or other means; and
 - are surrounded by appropriate land use activities with which the parking or loading is compatible.
 - (g) The payment of a financial contribution in lieu of providing on-site parking
- (iii) In granting an application for a land use or subdivision consent to develop a site, Council may impose a performance bond, or some other legally binding instrument acceptable to Council, to ensure compliance with the above Rules 18.4.2.1 to 18.4.2.4 inclusive. The amount of the bond shall be sufficient to cover either the cost, as determined by Council, of completion of the works or where appropriate, reinstatement works. The terms of the bond shall be to Council's satisfaction and:
- Bonds to cover landscaping maintenance shall be held for a period of one calendar year in the case of plantings carried out in the planting season but



otherwise for a period so as to include two consecutive planting seasons immediately following the first planting, thus allowing for replacement of any dead or diseased plant material and/or replacing of topsoil in case of excessive weed growth (the planting season is from May to August inclusive).

- Bonds shall take the form of an agreed cash deposit, refundable upon completion of the works, or a formally signed bond supported by a guarantor, acceptable to Council. The value of the bond shall be equal to:
 - (i) The value of the uncompleted works and/or landscaping maintenance as determined by Council, plus
 - (ii) Engineering consultancy fees at 10% of the value of the works to be bonded, plus
 - (iii) Goods and Services Tax.

Refer Policy 18.3.1

18.4.2.6 **Financial Contributions**

Where a subdivision consent or land use consent is to be granted, a condition may be imposed requiring a financial contribution. A financial contribution means a contribution of money, or land, or a combination of money and land. Financial contributions are imposed for:

- The mitigation of potential adverse effects arising from the activity;
- Ensuring positive effects on the environment to offset adverse effects;
- Ensuring that infrastructural services within the District that are required to support subdivision and subsequent development, continue to operate in a safe and efficient manner
- To mitigate a shortfall in on-site parking; or
- For enhancement of and provision for reserves within the District.

Financial contributions in the form of money as part of a subdivision consent must be paid prior to the issue of a certificate pursuant to Section 224 of the Resource Management Act 1991. Financial contributions in the form of land as part of a subdivision shall be vested in Council and shown on the survey plan



approved pursuant to Section 223 of the Resource Management Act 1991.

Contributions in respect of land use activities must be paid prior to the commencement of the activity, or as stated in the conditions of the resource consent.

Where a subdivision or land use activity is to be staged, it may be appropriate that the financial contribution also be staged to recognise the incremental increase in effects as the stages are developed. The conditions of the subdivision or land use consent should state the timing for the payment of the contribution.

Allotments created for the purpose of accommodating infrastructure and network utility operations shall be exempt from the payment of financial contributions in respect of those allotments.

Financial contributions will be charged in accordance with the following:

(i) **Financial Contributions for Car Parking**

The requirements for car parking are stated in Rule 18.4.2.4. Payment of a financial contribution in lieu of providing on-site parking is an alternative approach where the developer is unable, and where Council agrees it is acceptable, not to provide all of the car parking within the site. As a further alternative, where it is feasible and acceptable to Council, the developer could meet the cost of works within the road reserve in the vicinity of the site to provide the required car parking. Or a mix of these options may be appropriate.

This provision applies solely within the commercial and industrial zones of the District Plan.

Where a financial contribution is imposed it shall be used by Council for provision of additional car parking in the locality.

The financial contribution shall be determined in the following manner:

The shortfall in parking spaces is identified based on Table 4 – Parking Requirements and is multiplied by **\$4000** per space not provided within the site.

This contribution is based on the value of land and the construction costs for Council of forming additional parking spaces, and will be multiplied by an adjustment factor to provide a discount to the level of contribution charged.



Note: The purpose of the adjustment factor is to enable Council to adjust the level of parking contribution from 1 July each year through the Annual Plan process and advertise it through the Schedule of Fees and Charges. This will ensure the parking contribution provides a realistic alternative and does not act as a disincentive to development of commercial and industrial properties.

The stated parking contribution is based on 2007 dollars and shall be indexed to the Producers Price Index (inputs index) compiled by Statistics New Zealand. The revised parking contribution will be advertised annually in the Schedule of Fees and Charges

(ii) **Financial Contribution for Roothing**

The cost of formation of all new roads to be vested in Council and/or all internal service roads and footpaths for a development shall be borne by the developer.

The cost of formation of an access to and from an existing formed public road shall be borne by the developer.

The cost of formation of unformed roads which are required as part of a development shall be borne by the developer.

A financial contribution towards upgrading the existing roading network is charged on a per additional residential, rural, commercial, or industrial allotment created basis (except where an allotment is created for the purpose of infrastructure or network utility operations). The contribution addresses the cumulative impact of the additional traffic created through the subdivision and subsequent development process, and the resulting increase in demand for capacity within the roading network.

The roading financial contribution shall be determined in the following manner:

The sum is fixed for each financial year, commencing 1 July, and is based on 'buying in' to the existing District roading network. This method of calculating the roading financial contribution is based on the existing value of the roading network and the number of rateable units in the District that are charged the Uniform Annual General Charge (UAGC). The formula has been stated below and will be adjusted annually based on the latest valuation of the roading asset as at 1 July, multiplied by an adjustment factor to provide a discount to the level of contribution charged.



The purpose of the adjustment factor is to enable Council to annually adjust the level of the contribution in response to the level of development activity within the District. The adjustment factor will be set annually through the Annual Plan process and advertised through the Schedule of Fees and Charges.

The roading financial contribution formula is:

$$\frac{\$ \text{ Value of the roading asset}}{\text{Number of rateable units charged the UAGC}} \times \text{Number of additional lots created}$$

Note: The value of the roading asset includes the road structure, street lighting, footpaths, bridges and culverts, but excludes non-depreciated assets (land under roads and road formation).

Note: Should the developer undertake related mitigation works outside of the subdivision with the agreement of Council, the value of this work will be discounted when determining the level of financial contribution payable.

(iii) **Financial Contributions for Urban Water Supply, Wastewater and Stormwater**

The cost of the installation of services (water, sewer, or stormwater reticulation) including ancillary works such as pump stations, within a development, shall be borne by the developer;

The cost of connections to Council's services, where these services are available in terms of the requirements of the Local Government Act 1974, shall be borne by the developer. These costs shall include supervision to ensure that the work is carried out to a satisfactory standard;

If the Council requires larger sized services than those required by the development, Council shall meet any additional costs which will be recovered from future developments through the payment of financial contributions.

An upgrading contribution for the existing urban water, wastewater and stormwater networks is charged on a per additional residential, commercial or industrial lot created basis (except where an allotment is created for the purpose of infrastructure or network utility operations). The contribution addresses the cumulative impact on the existing network and is based on 'buying in' to the existing network. Effectively this then entitles the contributor to use of the network as with existing ratepayers in the District and enables Council to increase the capacity of the network to meet the increasing demand for services.



A contribution should only be charged in respect of water supply, wastewater and stormwater, if those particular networks are being utilised by a subdivision or development.

Water supply

The water supply financial contribution shall be determined in the following manner:

The sum is fixed for each financial year, commencing 1 July, and is based on 'buying in' to the existing District public water supply network. The method of calculating the water supply financial contribution is based on the existing value of the water supply network and the number of rateable units in the District that are charged the urban water supply rate. The formula has been stated below and will be adjusted annually based on the latest valuation of the water supply asset as at 1 July, multiplied by an adjustment factor to provide a discount to the level of contribution charged.

The purpose of the adjustment factor is to enable Council to annually adjust the level of the contribution in response to the level of development activity within the District. The adjustment factor will be set annually through the Annual Plan process and advertised through the Schedule of Fees and Charges.

The water supply financial contribution formula is:

$$\frac{\$ \text{ Value of the water supply asset}}{\text{Number of rateable units charged the urban water supply rate}} \times \text{Number of additional lots created}$$

Note: Should the developer undertake related mitigation works outside of the subdivision with the agreement of Council, the value of this work will be discounted when determining the level of financial contribution payable.

Wastewater

The wastewater financial contribution shall be determined in the following manner:

The sum is fixed for each financial year, commencing 1 July, and is based on 'buying in' to the existing District public wastewater network. The method of calculating the wastewater financial contribution is based on the existing value of the wastewater network and the number of rateable units in the District that are charged the sewage disposal rate. The formula has been stated below and will be adjusted annually based on the latest valuation of the wastewater asset as at 1 July, multiplied by an adjustment factor to provide a discount to the level of contribution charged.



The purpose of the adjustment factor is to enable Council to annually adjust the level of the contribution in response to the level of development activity within the District. The adjustment factor will be set annually through the Annual Plan process and advertised through the Schedule of Fees and Charges.

The wastewater financial contribution formula is:

$$\frac{\$ \text{ Value of the wastewater asset}}{\text{Number of rateable units charged the sewage disposal rate}} \times \text{Number of additional lots created}$$

Note: Should the developer undertake related mitigation works outside of the subdivision with the agreement of Council, the value of this work will be discounted when determining the level of financial contribution payable.

Stormwater

The stormwater financial contribution shall be determined in the following manner:

The sum is fixed for each financial year, commencing 1 July, and is based on 'buying in' to the existing District public stormwater network. The method of calculating the stormwater financial contribution is based on the existing value of the urban stormwater network and the number of rateable units in the District that are charged the Uniform Annual General Charge (UAGC). The formula has been stated below and will be adjusted annually based on the latest valuation of the stormwater asset as at 1 July, multiplied by an adjustment factor to provide a discount to the level of contribution charged.

The purpose of the adjustment factor is to enable Council to annually adjust the level of the contribution in response to the level of development activity within the District. The adjustment factor will be set annually through the Annual Plan process and advertised through the Schedule of Fees and Charges.

The stormwater financial contribution formula is:

$$\frac{\$ \text{ Value of the stormwater asset}}{\text{Number of rateable units charged the UAGC in Tokoroa, Putaruru, Tirau and Arapuni}} \times \text{Number of additional lots created}$$

Note: Should the developer undertake related mitigation works outside of the subdivision with the agreement of Council, the value of this work will be discounted when determining the level of financial contribution payable.



(iv) **Financial Contributions for Urban and Rural Reserves**

A contribution shall be paid towards the existing reserves network, charged on a per additional residential, rural, commercial, or industrial allotment created basis (except where an allotment is created for the purpose of infrastructure or network utility operations). The contribution addresses the cumulative impact of the additional demand created on the reserves network through the subdivision and subsequent development process, and the resulting increase in demand for additional and enhanced reserves within the District.

The reserves financial contribution shall be determined in the following manner:

The sum is fixed for each financial year, commencing 1 July, and is based on 'buying in' to the existing District reserves network. The method of calculating the reserves financial contribution is based on the existing value of the reserves network and the number of rateable units in the District that are charged the Uniform Annual General Charge (UAGC). The formula has been stated below and will be adjusted annually based on the latest valuation of the reserves asset as at 1 July.

The reserves financial contribution formula is:

$$\frac{\$ \text{ Value of the reserves asset } \times \text{ Number of additional lots created}}{\text{Number of rateable units charged the UAGC}}$$

(v) **Services Provided by Other Operators**

Other services such as power, telephone and gas are provided by other network utility operators and not by Council. Those operators shall make their own financial arrangements with developers.

Refer to Policies 18.3.1 and 18.3.3.

18.4.2.7 Riparian management will be required on all subdivisions and developments requiring resource consents where the site abuts any lake, river, stream or wetland identified on the Planning Maps (Volume 2) as requiring protection.

Council reserves the right to determine on a case by case basis the most appropriate method to achieve riparian management on the water bodies mentioned above in accordance with the following criteria:

- (i) The purpose for which riparian management is required;



- (ii) The cost effectiveness of the method in achieving Council's objectives and policies;
- (iii) The level of protection required;
- (iv) The level of existing riparian management.

The methods to be considered in coming to a decision on a case by case basis are:

- (a) Esplanade Reserves;
- (b) Esplanade Strips;
- (c) Access Strips;
- (d) Covenants;
- (e) Stream Care Groups; or
- (f) Alternative methods which achieve Council's policies regarding riparian management.

Note: Reference should be made to 15.4.2 when any development or subdivision could potentially impact on a site or feature listed in the Heritage and Ecological Inventory.

Refer to Policies 18.3.5, 18.3.6, 18.3.7, and 18.3.8.

- 18.4.2.8 Subdivisions to create sites to accommodate works and facilities of network utility operators shall be a controlled activity. The specific performance standards applying to sites to accommodate network utility facilities in all zones are:

There shall be no minimum site size.

Refer to Policy 18.3.9.

18.4.2.9 **Trees near roadsides**

- (i) Any tree planted in the vicinity of the boundary of any road shall be so located that the tree will be contained wholly within the property at full growth.
- (ii) Trees planted within 20m of any road intersection will not be permitted unless of such type or so located as not to impair visibility from the intersection whether at time of planting or in the future. Council may require the removal of any trees that unduly restrict visibility at an intersection.
- (iii) Council consent shall be obtained prior to the undertaking of any continuous planting of trees likely to grow to a



height in excess of 10m and located within 5m of any road boundary. When considering any application made under this ordinance, Council shall take into account the likely effect on the road and road user during the winter months.

- (iv) The consent of the Electricity Supply Authority shall be obtained before the planting of any trees likely to grow to a height in excess of 4m adjacent to the frontage of any roads upon which overhead electric lines are erected on the same side of the road.

18.4.2.10 Lighting and Glare

Effects of lighting can be calculated using the procedure in NZS 6701:1983 Sections 6 and 7. For any light received at a residential or rural property a comparison of the light generated at the source and the component having an effect on the receiver with a threshold increment (TI) of 20% or greater is deemed to be glare.

In addition the effect from the source shall not exceed an absolute increment on the ambient level of light specified in the following clauses.

1. At no time between 7.00am and 10.00pm shall any outdoor lighting be used in a manner that causes an added illuminance in excess of 125 lux, measured horizontally or vertically at the boundary of any residential or rural zoned site adjoining.
2. At no time between the hours of 10.00pm and 7.00am shall any lighting be used in a manner that causes:
 - (a) An added illuminance in excess of 10 lux measured either horizontally or vertically at any glazed portion of an adjoining building within a Residential or Rural Zone.
 - (b) An added illuminance in excess of 20 lux measured either horizontally or vertically at any point along a residential or rural boundary.

Where measurement of any added illuminance cannot be made because any person refuses to turn off lighting, measurements may be made in locations of a similar nature that are not affected by such lighting.

3. All lighting on any site adjoining a Residential or Rural zoned site shall be selected, located, aimed, adjusted and screened to ensure that glare resulting from the lighting does not exceed an TI of 20%.



4. Traffic access and parking shall be selected, located, aimed, adjusted and screened to ensure that stray light effects resulting from vehicles are mitigated.
5. No building shall be constructed and/or left unfinished and/or clad in any protective material or cover which could reflect sufficient light to detract from the amenities of the neighbourhood or cause discomfort to any person resident in the locality. Material used in the construction or cladding or protection of a building from which discomfort glare is likely to occur should have a reflective value not greater than 20%.
6. Development on all properties adjacent to State Highways should be undertaken in such a way that the emission of light from these properties does not adversely affect the safety of drivers on State Highways in accordance with Transit New Zealand policy.

Where lighting and glare may affect the safe and efficient operation of any road, including a State Highway, consideration shall be given to Australian Standard 4287 – 1997 Control of Obtrusive Effects of Outdoor Lighting.

These provisions specifically exclude the lighting and glare effects generated from street lighting.

Any activity that cannot comply with these provisions will require discretionary resource consent.

18.5 Principal Reasons

The Council is empowered by the Resource Management Act 1991 to require financial contributions, works, land or combinations thereof, and esplanade reserves, esplanade strips and access strips (by agreement with land owners). Council requires the provisions of this section to achieve integrated management of resources affected by subdivision and development within the District. Financial contributions are a tool used by Council to avoid, remedy or mitigate adverse environmental effects, and to ensure the reserve and infrastructural networks of the District are maintained to an appropriate standard for existing and future users.

18.6 Anticipated Environmental Outcomes

It is anticipated that the objective, policies, and methods outlined in this section will achieve the following results:

- (i) The information requirements and conditions imposed on developers applying for resource consents will ensure that better environmental outcomes are achieved in relation to use of resources.



- (ii) Financial contributions will assist in maintaining efficient infrastructural networks, and avoid a detrimental impact on the quality of service provided to existing users as a result of additional loadings from new development and land use activities.
- (iii) Development that contributes a fair and equitable share towards the costs of expanding reserves and infrastructural services.
- (iv) A variety of methods will be used to provide public access to, and protection of, the margins of the District's rivers, lakes and streams, to meet a variety of riparian management needs.