

To: Hearing Commissioners – Te Tai o Poutini Plan

From: Melissa McGrath and Grace Forno – Reporting Officers

Date: 8 February 2024

Re: **s42A Author Position Statement Post Expert Witness Conferencing – Energy, Infrastructure and Transport Chapters**

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## Introduction and Purpose

- (1) This report responds to the following:
  - (a) Matters raised in the Expert Witness Conferencing (“EWC”), which the Reporting Officers requested time to consider specific wording recommendations.
  - (b) Matters raised by Poutini Ngāi Tahu which were not resolved in the EWC.
- (2) Recommended provisions included in **Attachment 1** does not include recommendations which may form final Right of Reply.

## Specific Wording Recommendations:

### Energy Chapter Overview

- (3) Westpower Limited sought the insertion of additional paragraph in the chapter overview to provide context for the West Coast, Mr Kennedy circulated his recommended wording between EWC meetings.
- (4) We note that an overview has no legal weight; its purpose is to provide a brief summary of the context and issues for the relevant chapter. As such an overview is not intended to be a lengthy and detailed description of the chapter and its context of the District. We consider that the additional paragraph recommended by Mr Kennedy is repetitive and too detailed for the Energy Chapter overview, which we note is one of the longest overviews in the proposed plan (“pTTPP”). However, we accept the point that the overview does not include reference to the importance of existing activities. We recommend the following amendment to the Overview:

~~Energy activities, including r~~Renewable electricity generation, **electricity** transmission, **and** distribution ~~and operation~~ are recognised as regionally significant infrastructure in the **West Coast Regional Policy Statement**. As such they require specific recognition **and protection**, as they are critical to the social, cultural and economic wellbeing of people and communities. **Operation, maintenance and repair of existing energy activities contribute to the resilience of the West Coast.**

### Energy Policy – ENG-P5

- (5) Westpower Limited, Mr Kennedy considers that Significant Distribution Lines are already mapped in the proposed plan and therefore ENG-P5 should not apply to them. We disagree with Mr Kennedy, in our opinion ENG-P5 is an assessment policy which would direct resource consent consideration of a new significant electricity distribution line and more importantly afford policy direction to proposed plan change (either private or public) seeking to map new significant distribution lines in the pTTPP and affords useful policy direction to give effect to the objectives. We recommend ENG-P5 be amended as follows:

~~When considering proposals to develop, operate, maintain and upgrade new and Manage adverse effects from the development of new or development, operation, maintenance or upgrading of existing energy renewable electricity generation, energy investigation, distribution and transmission activities by:~~

a. ~~Recognising~~ their functional constraints needs and operational ~~requirements~~ needs; and

~~Where new transmission infrastructure and major upgrades to transmission infrastructure are proposed have regard to the extent to which any adverse effects~~

b. Having regard to the extent to which any adverse effects of new significant electricity distribution lines have been minimised in the route, site and method selection.

### Energy Rule ENG-RX2 and ENG-RX3

- (6) Mr Kennedy noted in the EWC that rule ENG-RX2 does not have a corresponding default discretionary activity rule. We agreed to check the recommended provisions for this situation and provide updated provisions accordingly. Refer to recommended chapter provisions in **Attachment 1**.

### Definition of Infrastructure

- (7) Mr Kennedy sought the inclusion of a note within the definition of infrastructure to explain the navigation and interpretation of the plan between “Infrastructure Chapter” and “Energy Chapter”. We do not support the inclusion of this note, in our opinion it is the role and purpose of the “How the Plan Works Chapter” to provide navigation direction, furthermore we consider that the overview of both chapters clarifies the scope of each chapter. We consider that the ePlan affords simple and easy movement between chapters, which enables plan users to quickly navigate between definitions, provisions and chapters. If the Commissioners were of a mind to accept the relief sought, then we would recommend a simplified note as follows:

#### Note:

Electricity activities are addressed in the Energy Activities Chapter of the Plan.

### Poutini Ngāi Tahu Matters

- (8) Rachael Pull on behalf of Poutini Ngāi Tahu circulated her position statement paper on 2 February 2024. We confirm that we have read this statement and provide the following response.
- (9) We also confirm that Melissa McGrath (Senior Associate Planner at Barker & Associates, s42A report joint reporting officer) met with Ms Pull online on Friday 26 January 2024 to conference outstanding issues raised by the Poutini Ngāi Tahu submission in relation to the Energy, Infrastructure and Transport chapters that were not addressed at the EWC.

### Definition of Critical Infrastructure/ Regionally Significant Infrastructure

- (10) Expert witnesses in the EWC generally agreed that the definition of Critical Infrastructure should be replaced by a definition of Regionally Significant Infrastructure (“RSI”) in accordance with the West Coast Regional Council, Regional Policy Statement (“RPS”) definition. We acknowledge that experts had differing opinion with respect to appropriate additions/amendments to the RSI definition.
- (11) We retain the same reasoning and justification held in the hearing and s42A supporting consistency of terminology between higher order policy documents and the pTTPP. We are of the opinion that the RPS definition can be refined at a district level whilst giving effect to the RPS. As such we support the following refinements of the RPS definition:

- (a) Inclusion of Special Purpose Roads as identified on the planning maps;
  - (b) Amendment of clause (l) to include telecommunication network and facilities to include the fibre network.
- (12) Commissioners requested further clarification and information with respect to special purpose roads. We have spoken directly with district council representatives and confirm that:
- (a) Special purpose roads are identified by Waka Kotahi New Zealand Transport Agency, as being roads that currently receive a higher funding assistance rate or are carriageways within either the Department of Conservation estate or Waitangi National Trust land that are available for use by the public and eligible to receive funding from the National Land Transport Fund. The relevant special purpose roads are listed by Waka Kotahi New Zealand Transport Agency<sup>1</sup>.
  - (b) The RPS definition of RSI is limited to “the State Highway network, and road networks classified in the One Network Road Classification Sub-category as strategic”, the West Coast special purpose roads are not classified as strategic.
  - (c) The district council’s wish to retain reference and recognition of special purpose roads as RSI.
- We support the inclusion of special purpose roads, subject to these roads being identified in the District Plan Maps.
- (13) Ms Pull (point 1c of her position paper) supports the limitation of RSI to ‘statutory agencies’ or ‘requiring authorities’. We note that Ms Pull’s recommendation would minimise the scope of the RPS definition of RSI (also significantly reducing the scope intended by the notified definition of Critical Infrastructure) and as a consequence would result in the need to alter policy direction in the Energy and Infrastructure chapters to give effect to the RPS. We remain of the opinion that adverse effects of RSI are best managed via rules rather than limiting the RSI by way of definition.

#### Energy Policy ENG-P4

- (14) Clause (a) of ENG-P4 refers to “...Having regard to...Poutini Ngāi Tahu and heritage sites...” Ms Pull has identified that the wording is incomplete recommending the addition of “sites of significance to Māori” to help implementation. We agree with Ms Pull and recommend amending ENG-P4 as follows:

~~Minimise~~ Manage—Avoid, remedy, mitigate adverse effects on ~~communities and~~ the environment from renewable electricity generation, energy investigation, distribution and transmission energy activities by:

- a. Having regard to the values associated with areas identified as having significant environmental values, ~~urban amenity, areas of high recreational value~~, outstanding and high natural character areas, outstanding landscapes and features, Poutini Ngāi Tahu Sites and Areas of Significance to Māori and heritage sites, and significant natural areas;
- b. Implementing industry best management practices around electrical safe distances;
- c. Maintaining ongoing access to grid and distribution ~~elements~~ infrastructure and structures for operation, maintenance and upgrading works; and
- d. Avoiding exposure to health and safety risks.

#### ENG-R11, ENG-R14, INF-R17, INF-R19 and INF-R20 ‘Landscape Measures’ Matters of Control or Discretion

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<sup>1</sup> Funding Assistance Rates (FAR) Review – Special Purpose Roads History (**Attachment 2**)

- (15) Ms Pull considers that the reference to “landscape measures” is unclear what it means and whether it includes the cultural landscape. We agree with Ms Pull that “landscape measures” is unclear, we note that our s42A recommendations included the replacement of “landscape measures” with “[The effects of the proposal on the amenity, character and landscape values of the underlying Zone](#)” in rule ENG-R14. Ms Pull has agreed that this change affords more direction, we support the amendment of rules ENG-R11, ENG-R14 and INF-R17 to include this wording to afford consistency across the provisions. These amendments are detailed in **Attachment 1**. We note that Ms Pull sought the same amendments to INF-R19 and INF-R20, our s42A addendum recommended that these rules be deleted.

#### **INF-R13, INF-R14, INF-R15, INF-R22, INF-R23 and TRN-R10 ‘Visual Effects’ Matters of Control or Discretion**

- (16) Ms Pull considers that the reference to “visual effects in particular on the amenity values...” is unclear. After further discussion with Ms Pull, we have a better understanding of her concerns. Ms Pull has recommended the inclusion “including attributes”.
- (17) The Resource Management Act 1991 defines amenity values as:  
“**amenity values** means those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes”
- (18) We do not support Ms Pull’s recommendation, as we read the definition of amenity values, “attributes” is attached only to cultural and recreational. As an alternative solution, we recommend establishing separating criterion for visual effects and effects on amenity values which avoids the potential to muddle visual and amenity effects whilst enabling amenity values to be considered including cultural attributes. Our recommended wording is as follows:
- a) Visual effects;
  - b) [Effects on amenity values in particular of the locality and streetscape;](#)

#### **ENG-R11, ENG-R14, INF-R16, TRN-R9 and TRN-R10 ‘Poutini Ngāi Tahu Values’ Matters of Control or Discretion**

- (19) Ms Pull put forward an amended matter of discretion at the 18 January 2024 EWC:  
*“The management of impacts on Poutini Ngāi Tahu values as set out in the Tangata Whenua chapter”*
- (20) We reiterate that we support the inclusion of provisions in the pTTPP to ensure appropriate assessment and management of potential effects on Poutini Ngāi Tahu values, provided there is sufficient clarity of process and assessment. We acknowledge that Ms Pull has proposed further refinement of the matter of control/discretion to try to afford more certainty, which is considered to be closer to clarifying for plan users what Poutini Ngāi Tahu values are.
- (21) We consider that the ‘Poutini Ngāi Tahu values’ as described in the Tangata Whenua chapter remain broad, and would in our opinion still reduce certainty to plan users that is otherwise afforded by a controlled or restricted discretionary activity status. We retain concerns that the wording sought would increase the complexity of resource consents for restricted discretionary and controlled activities under these provisions, having particular regard to the nature of these activities and their potential effects. We consider that an informed and accurate assessment of a proposal’s effects on Poutini Ngāi Tahu values would require Ngāi Tahu input into all applications. We note POU-P9, also

identified at paragraph 4.11 of the Ngāi Tahu legal submission, identifies that Poutini Ngāi Tahu, as specialists in tikanga, are best placed to convey their relationship with their ancestral lands, water, sites, wāhi tapu and other taonga.

- (22) If the commissioners are of a mind to include the recommended matter of discretion/criteria we recommend that an information requirement clause be added to these rules, requiring that a cultural impact assessment must accompany any resource consent application. A clear information requirement affords clarity of process for plan users further ensuring that potential cultural effects are assessed by Poutini Ngāi Tahu, as specialists in tikanga of the West Coast.

#### **ENG-R11, ENG-R12, ENG-R13, ENG-R14 and INF-R23 Impact on Overlay Matters, Matters of Control and Discretion**

- (23) Ms Pull has identified that these rules have inconsistent language within matters of control or discretion referencing overlay matters. We agree that consistent wording is effective and efficient, improving readability for plan users. Discussion at the hearing focused upon the word “significant” from the criterion “~~significant~~ adverse effects on areas and values listed in Schedules 1-8”. We support the deletion of the word significant, and any necessary consequential amendments to ensure consistency of wording across these rules.

#### **Infrastructure Objective INF-O5**

- (24) Discussion with Ms Pull afforded clarity of relief sought by Poutini Ngāi Tahu which sought to include “Poutini Ngāi Tahu discharge requirements” in INF-O5. Whilst we do not support the inclusion of the relief sought being very vague wording, we do consider that it is appropriate manage effects of land use activities which may result in discharge. We acknowledge that the RPS requires district council to manage land use, in particular Chapter 8, Policy 2 of the RPS requires:

*“To give effect to Objective 2 of Chapter 3<sup>2</sup>, the adverse effects of subdivision, use and development on Poutini Ngāi Tahu cultural values will be avoided, remedied or mitigated taking into account the following matters: a) A preference by Poutini Ngāi Tahu for discharges to land over water where practicable; b) The value of riparian margin vegetation for water quality and aquatic ecosystems; and c) Effects on the sustainability of mahinga kai, and protection of taonga areas.”*

Chapter 8, Methods 2 and 3 require:

*“Include in district plans, policies, rules, guidelines or other information to avoid, remedy or mitigate the adverse effects of land use activities and management practices on water quality.*

*Regional and district councils, in their plan development and resource consent processes, will consult with Poutini Ngāi Tahu about avoiding, remedying or mitigating adverse effects originating from land and freshwater use on their cultural values associated with fresh and coastal water, including by identifying significant mahinga kai and other taonga areas.”*

- (25) In order to give effect to the RPS we recommend alternative wording of INF-O5 as follows:

The adverse effects of infrastructure on the environment are, minimised including (but not limited to) the adverse effects of land use activities and management practices on the Poutini Ngāi Tahu cultural values associated with fresh and coastal water, while recognising:

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<sup>2</sup> Chapter 3, Objective 2: *Recognise and provide for the relationship of Poutini Ngāi Tahu and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga within the West Coast Region.*

a. The functional needs and operational needs of infrastructure; and

b. That positive effects of infrastructure may be realised locally, regionally, or nationally.

(26) We note that this wording differs from that detailed in Ms Pull's Position Paper (point 4), having had more time to carefully consider wording we consider the above to reflect the RPS whilst maintaining the intent of the objective.

#### INF-R2

(27) Discussion with Ms Pull further highlighted the complexities of this rule as notified, a matter which we identified in the s42A report. Ms Pull and Ms McGrath agreed that the purpose of the proposed rule was to require connection to reticulated services if there is the ability to connect, and that a resource consent was required if the applicant chooses not to connect. Ms Pull and Ms McGrath agreed that the rule does not currently convey this clearly.

(28) As notified INF-R2 requires restricted discretionary activity consent (defaulting to INF-R16) where capacity does not exist within the reticulated supply/system. Public reticulated systems (particularly stormwater/wastewater systems) will be operating under Regional Council requirements (discharge consents), any changes necessary to these discharge consents to accommodate capacity for connections would be the obligation of the relevant district council. The rule implies the connection will be declined by district council and the applicant will have to come up with an onsite solution.

(29) We remain concerned (as expressed in paragraph 425 of s42A report) that INF-R2 as proposed as a permitted activity is inappropriate, due to the uncertain capacity and need for determination from Council as to whether or not capacity is available. As proposed the rule applies to all zones with no link to proximity to reticulated systems or areas of benefit, therefore we conclude that all onsite systems throughout the region would require resource consent approval which with respect to wastewater is a duplication of the West Coast Regional Land and Water Plan Rule 79 Onsite discharge of sewage effluent, and with respect to stormwater discharge is a duplication of West Coast Regional Land and Water Plan Rule 81.

(30) We acknowledge that there is limited scope in submissions to amend or change the rule. However, recommend the following re-write of rules INF-R2 and INF-R16 to resolve the matters raised above:

INF-R2 Connections to wWater, wastewater, stormwater and reticulated systems

Activity Status Permitted

Where:

1. Any proposed allotment or activity is located within 50m of a public reticulated water, wastewater or stormwater system:
  - a. The proposed allotment or activity shall be provided with a connection to the reticulated system; and
  - b. The building is serviced by, and c-Certification is provided from the relevant local authority that capacity exists within the reticulated water supply, wastewater or stormwater system networks to service the proposed allotment or activity.

Note: Certification shall confirm that the system has the capacity to accommodate the additional connections, including confirmation that volume and treatment of the reticulated systems will continue to comply with resource consent requirements.

2. Any proposed allotment or activity is located further than 50m of a public reticulated water, wastewater or stormwater system.

Advice Note: Any discharge to land and/or water may require a discharge permit from the West Coastal Regional Council under the relevant regional plan.

Activity status where compliance not achieved: Restricted Discretionary

INF-R16 ~~Connections to w~~Water, wastewater and stormwater ~~reticulated~~ system not meeting Permitted Activity standards

Activity Status Restricted Discretionary

Matters of ~~control~~discretion:

- a. Level of flood hazard mitigation through stormwater control;
- b. Any requirement for pre-treatment, retention or detention of stormwater or wastewater prior to discharge to the reticulated system;
- c. Provision of drinking water connections in accordance with NZS 4404: Code of Practice for Land Development and Subdivision Infrastructure and Council Engineering Standards;
- d. Provision for wastewater connections in accordance with NZS 4404: Code of Practice for Land Development and Subdivision Infrastructure and Council Engineering Standards.
- e. Scope and scale of proposed activity and potential demand on reticulated services.
- f. Cumulative effects on reticulated systems.
- g. Any adverse effects on areas and values listed in Schedules 1-8.

Advice Note: Any discharge to land and/or water may require a discharge permit from the West Coastal Regional Council under the relevant regional plan.

## TRN-O2

- (31) In point 6 of her Position Paper Ms Pull correctly details the discussion between Ms Pull and Ms McGrath, the s42A Reporting Officers recommended the deletion of character, landscape and amenity from objective TRN-O2 primarily due to the lack of connection within policies and rules.
- (32) We have taken time to again review the provisions in light of Ms Pull's position, however retain our s42A recommendation.

## Attachment 2: s42A Officer Position Statement Post Expert Witness Conferencing Recommended Provisions

Where additions or deletions were recommended to proposed provisions as part of the section 42A Report the additions are marked in black with underlining or ~~strike through~~.

Where additions or deletions were recommended by the Section 42A Addendum Report in response to pre-hearing conferencing the additions are marked in purple with underlining and deletions are marked in ~~purple with strike through~~. Changes included in response to original submissions missed in section 42A Report, additions are marked in green with underlining and deletions are marked in ~~green with strike through~~.

Additions or deletions that we have agreed to in the Expert Witness Conferencing Post Hearing and recommended as part of our Position Statement Post Caucusing are detailed as, additions are marked in yellow highlight with underlining and deletions are marked in ~~yellow highlight with strike through~~.

## Attachment 2: Recommended Amendments to the Energy, Infrastructure, and Transport - Te Pūngao, Te Tūāhanga, me Te Tūnuku Chapter

### Energy – Te Pūngao

#### Overview

~~Energy activities, including~~ Renewable electricity generation, electricity transmission, and distribution and operation are recognised as regionally significant infrastructure in the West Coast **Regional Policy Statement**. As such they require specific recognition and protection, as they are critical to the social, cultural and economic wellbeing of people and communities. Operation, maintenance and repair of existing energy activities contribute to the resilience of the West Coast.

The National Policy Statement for Electricity Transmission Activities requires specific recognition and protection of the National Grid. grid, with renewable electricity recognised in the ~~The~~ National Policy Statement on Renewable Energy Electricity Generation recognises the national significance of electricity generation activities, including the need for, and benefits from, renewable electricity generation.

Certain activities must also comply with the rules managing activities which may compromise the operation, maintenance and upgrading of the National Grid transmission lines, including reverse sensitivity effects. **The New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001)** contains mandatory restrictions on activities in relation to the National Grid and electricity distribution lines. Compliance with the rule requirements of Te Tai o Poutini Plan does not ensure compliance with NZECP 34:2001 or vice versa.

Vegetation planted in the vicinity of the National Grid or electricity distribution lines must comply with the **Electricity (Hazards from Trees) Regulations 2003**.

Where an activity relates to the operation, maintenance and upgrading of existing National Grid transmission lines, the Resource Management Regulations 2009 (**National Environmental Standards for Electricity Transmission Activities**) apply.

The Energy Chapter contains the objectives, policies, rules for managing energy activities - the Infrastructure Chapter rules and the Area Specific Provisions (Zone chapters) do not apply to energy activities, however the Overlay chapters and other District Wide rules also apply where relevant.

#### Other relevant Te Tai o Poutini Plan provisions



It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-wide Matters chapters also contain provisions that may be relevant for energy activities, including:

- **Overlay Chapters** - the Overlay Chapters have relevant provisions in relation to Sites and Areas of Significance to Māori; Ecosystems and Indigenous Biodiversity; Landscape and Natural Features; Natural Character and Margins of Waterbodies; Natural Hazards; and the Coastal Environment. Where an energy activity is located within an overlay area (as identified in the planning maps) then the relevant overlay provisions apply.
- **Subdivision** - The Subdivision chapter sets out the requirements for the development of new electricity connections as part of subdivision activities.
- **Financial Contributions** - The Financial Contributions chapter sets out the requirements for contributions of costs for activities **which impact on infrastructure**.
- **General District Wide Matters** - provisions in relation to Activities on the Surface of Water, Noise and Earthworks in particular may be relevant to energy activities.

### Energy Objectives

<b>ENG – O1</b>	To recognise the local, <del>and</del> regional <u>and national</u> benefits of electricity transmission, distribution and renewable electricity generation activities, <u>by providing</u> for their development, operation, maintenance and upgrading to meet the needs of Te Tai o Poutini/the West Coast.
<b>ENG – O2</b>	To recognise the functional and operational needs associated with the location and design of <u>renewable electricity generation, energy investigation, distribution and transmission energy</u> activities, and to <u>minimise manage</u> adverse effects of these activities on communities and the environment.
<b>ENG – O3</b>	To provide for <u>development for development</u> <u>and enable</u> the <u>development,</u> operation, maintenance and upgrade of <u>renewable electricity generation, energy investigation, distribution and transmission energy</u> activities and to protect them from the adverse effects of <del>incompatible</del> subdivision, <u>use</u> and development.
<b>ENG – O4</b>	To recognise and provide for the national, regional and local significance and benefits of the National Grid, by ensuring the safety, efficiency, operation, maintenance, repair, upgrade and development is not adversely affected by subdivision, use and development.
<b>ENG-O5</b>	<u>To ensure the efficient provision and use of distribution and transmission activities by co-ordinating the provision with subdivision, use and development.</u>

Also the **Strategic Objectives and Policies**

### Energy Policies

<b>ENG – P1</b>	Provide for <u>and enable</u> the development, operation, maintenance and upgrading of existing and new electricity transmission, distribution and renewable generation infrastructure and assets.
<b>ENG – P2</b>	<del>When considering proposals to develop and operate new and existing</del> <u>When Managing</u> adverse effects <u>from the or development</u> of new energy activities or the

	<p><del>7</del> operation, maintenance or upgrading of existing energy activities have particular regard to the benefits to be obtained from the proposal, including;</p> <ol style="list-style-type: none"> <li>Maintaining or increasing security of renewable electricity supply by diversifying the type and/or location of electricity generation;</li> <li>Providing for diversity of the type and location of electricity generation;</li> <li>Maintaining or increasing renewable electricity generation capacity while avoiding, reducing or displacing greenhouse gas emissions;</li> <li>Economic, social, environmental or cultural wellbeing;</li> <li>The contribution the proposal will have towards New Zealand meeting its renewable electricity generation targets;</li> <li>Effective transmission and distribution of electricity supply;</li> <li>Facilitation and use of renewable energy;</li> <li>Security of electricity supply; and</li> <li>Meeting New Zealand/Aotearoa me Te Waipounamu's climate change obligations.</li> </ol>
<b>ENG – P3</b>	<p>Minimise reverse sensitivity effects from <del>Manage</del> <b>activities to avoid</b> <del>adverse</del> reverse sensitivity effects from subdivision, use and development on renewable <b>electricity generation energy</b> activities and protect energy activities from adverse effects to ensure their ongoing operation, maintenance, upgrade or development.</p>
<b>ENG – P4</b>	<p>Minimise <del>Manage</del> <b>Avoid, remedy, mitigate</b> adverse effects on <b>communities and</b> the environment from <b>renewable electricity generation, energy investigation, distribution and transmission energy</b> activities by:</p> <ol style="list-style-type: none"> <li>Having regard to the values associated with areas identified as having significant environmental values, <del>urban amenity, areas of high recreational value,</del> outstanding and high natural character areas, outstanding landscapes and features, Poutini Ngāi Tahu <b>Sites and Areas of Significance to Māori</b> and heritage sites, and significant natural areas;</li> <li>Implementing industry best management practices around electrical safe distances;</li> <li>Maintaining ongoing access to grid and distribution elements <del>infrastructure</del> and structures for <b>operation,</b> maintenance and upgrading works; and</li> <li>Avoiding exposure to health and safety risks.</li> </ol>
<b>ENG – P5</b>	<p><del>When considering proposals to develop, operate, maintain and upgrade new and Manage</del> adverse effects from the development of new or <b>development,</b> operation, maintenance or upgrading of existing <b>renewable electricity generation, energy investigation, distribution and transmission energy</b> activities by:</p> <ol style="list-style-type: none"> <li>Recognise<b>ing</b> their functional <del>constraints</del> <b>needs</b> and operational requirements <del>needs</del>; and</li> <li>Where new transmission infrastructure and major upgrades to transmission infrastructure are proposed have regard to the extent to which any adverse effects <del>Having regard to the extent to which any</del> <b>adverse effects of new</b> significant electricity distribution lines have been minimised in the route, site and method selection.</li> </ol>
<b>ENG – P6</b>	<p>Provide for the development, upgrading, maintenance and operation of:</p> <ol style="list-style-type: none"> <li>A range of <del>small, community and large scale</del> renewable electricity generation activities; and</li> </ol>

	<ul style="list-style-type: none"> <li>b. Activities that seek to investigate, identify and/or assess potential sites and energy sources for renewable electricity generation.</li> </ul>
<b>ENG – P7</b>	<p>Recognise and provide for the national, regional and local benefits of the National Grid, including by:</p> <ul style="list-style-type: none"> <li>a. Enabling the operation, maintenance and <b>minor</b> upgrading requirements of existing National Grid assets;</li> <li>b. Providing for <b>other-upgrades and</b> the effective development of new National Grid assets; and</li> <li>c. When considering measures to avoid, remedy and mitigate adverse effects of National Grid activities, have regard to: <ul style="list-style-type: none"> <li>i. The technical and operational constraints of the National Grid; and</li> <li>ii. The extent to which proposals have avoided, remedied and mitigated effects through the route, site and method selection.</li> </ul> </li> </ul>
<b>ENG – P8</b>	<p>Manage the adverse effects of the <b>development of the</b> National Grid by:</p> <ul style="list-style-type: none"> <li>a. Where appropriate, using substantial upgrades as an opportunity to reduce existing adverse effects</li> <li>b. Seeking to avoid adverse effects on areas <b>and values</b> identified in Schedules <u>1 – 8</u>;</li> <li>c. Where the National Grid has a functional <u>need</u> or operational need to locate within the Coastal Environment, manage adverse effects by: <ul style="list-style-type: none"> <li>i. <b><u>Seeking to avoid–Avoiding</u></b> adverse effects on areas <b>and values</b> identified in schedules <u>1 – 8</u> <del>Overlay Chapter</del> areas and where it is not practicable to avoid <b><u>because of functional needs or operational needs of the National Grid</u></b>, to remedy or mitigate;</li> <li>ii. <b><u>Seeking to avoid Avoiding</u></b> significant adverse effects on other areas of natural character, natural attributes and character of natural features and landscapes and indigenous biodiversity values that meet the criteria in Policy 11(b) of the <b>NZCPS 2010</b>; and</li> <li>iii. Recognise that there may be some areas within the sites and areas identified in Schedules <u>1 – 8</u> where avoidance of adverse effects is required to protect the identified values and characteristics.</li> </ul> </li> <li>d. <b><u>Remedy or mitigate any adverse effects from the operation, maintenance, upgrade or development of the National Grid which cannot be avoided, to the extent practicable.</u></b></li> </ul>
<b>ENG – P9</b>	<p>Manage activities within the National Grid Yard and the National Grid Subdivision Corridor to:</p> <ul style="list-style-type: none"> <li>a. Ensure the safe and efficient operation, maintenance, repair, upgrading and development of the National Grid is not compromised;</li> <li>b. Avoid <del>incompatible</del>–land use, <b><u>buildings and structures that may directly affect or otherwise compromise the National Grid</u></b>;</li> <li>c. Manage subdivision <b><u>within the National Grid Subdivision Corridor</u></b> to avoid subsequent land use activities from compromising the operation, maintenance, upgrading and development of the National Grid;</li> <li>d. Achieve compliance with the <b>New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34: 2001)</b> and avoid exposure to health and safety risks from the National Grid; and</li> <li>e. <b><u>Maintain ongoing access for maintenance and upgrading works on the National Grid, and</u></b></li> </ul>

	f. Avoid, to the extent reasonably possible, <b>the</b> potential for reverse sensitivity effects on the National Grid.
<b>ENG – PX1</b>	Manage activities in and around Significant Electricity Distribution Lines to: <ul style="list-style-type: none"> <li>a. Ensure the safe and efficient operation, maintenance, repair, upgrading and development of the lines are not compromised by subdivision, use and/or development;</li> <li>b. Achieve compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001) and avoid health and safety risks from Significant Electricity Distribution Lines; and</li> <li>c. <b>Manage-To protect the lines from-potential reverse sensitivity effects. on Significant Electricity Distribution Lines.</b></li> </ul>
<b>ENG-PX2</b>	<b>Discourage the development non-renewable electricity generation activities by first avoiding adverse environmental effects, where avoidance is not practicable, adverse effects shall be remedied or mitigated.</b>
<b>ENG-PX3</b>	Ensure that subdivision and development is adequately serviced including: <ul style="list-style-type: none"> <li>a. Infrastructure networks have sufficient capacity to accommodate the additional development, and requiring any necessary upgrades to be completed at the time of subdivision; and</li> <li>b. Infrastructure is installed at the time of subdivision, except for on-site infrastructure that cannot be determined until the allotment is developed.</li> </ul>

## Energy Rules

### Note:

1. There may be a number of Plan provisions that apply to an activity, building, structure and site. In the case of Energy Activities however neither the Infrastructure Chapter or the Part 3: Area Specific Matters Apply. In some cases, consent may be required under rules in this Chapter as well as rules in other Chapters in the Plan. In those cases unless otherwise specifically stated in a rule, consent is required under each of those identified rules. Details of the steps Plan users should take to determine the status of an activity is provided in General Approach.
2. Compliance with the New Zealand Code of Practice for Electrical Safe Distances (NZECO34: 2001) is mandatory under the Electricity Act 1992. All activities regulated by NZECP34:2001, including buildings, structures, earthworks and the operation of mobile plant, must comply with that regulation. Activities should be checked for compliance even if they are permitted by Te Tai o Poutini Plan.
3. Vegetation to be planted around the National Grid should be selected and/or managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003.
4. For any activity that relates to the operation, maintenance and upgrading of existing National Grid transmission lines, the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 apply.

## Permitted Activities

### ENG - R1

### Energy Permitted Activity Performance Standards

#### Activity Status Permitted

Where:

1. Electric and Magnetic fields – An activity generating electric or magnetic fields does not exceed the maximum exposure level listed in the International Commission on Non-ionizing Radiation Protection [Guidelines for limiting exposure to time-varying electric and magnetic fields \(1Hz - 100 kHz\) \(Health Physics \(6\):818-836; 2010\)](#), and the recommendations from [the World Health Organisation's monograph Environmental Health Criteria 238, June 2007](#).

**Activity status where compliance not achieved:** Non-complying

### ENG - R2

### Substations (Zone)

#### Activity Status Permitted

Where:

1. All performance standards in Rule ENG - R1 are complied with; and
2. This is the operation, maintenance, repair and upgrade of an existing substation (zone) where any upgrades are undertaken within existing switchyards or buildings, in any zone; or
3. This is a new substation (zone) **or upgrade to an existing substation (zone):**
  - i. Located in an Industrial zone; and
  - ii. The substation will be visually screened from the road and any existing residential building located outside the Industrial Zones by fencing and / or landscaping

**Activity status where compliance not achieved:** Restricted Discretionary

### ENG – R3

### Substations (~~Zone~~Distribution)

#### Activity Status Permitted

Where:

1. All performance standards in Rule ENG - R1 are complied with; and
2. This is the maintenance, repair, upgrade and operation of an existing distribution substation; or
3. This is a new distribution substation.

**Activity status where compliance not achieved:** Restricted Discretionary

### ENG – R4

~~Operating existing transmission and distribution lines, new distribution and transmission lines, maintaining, minor upgrading, strengthening, upgrading and replacing support structures and foundations~~ **The operation, maintenance, repair and minor upgrading of distribution lines and transmission lines not managed by the National Environmental Standard for Electricity Transmission Activities**

#### Activity Status Permitted

Where:

1. All performance standards in Rule ENG - R1 are complied with;
2. Any realignment, relocation or replacement of a network utility pole, pipe, tower, structure, building or minor utility structure is within 5m of the alignment or location of the original existing pole, tower, structure, building or minor utility structure;
3. A replacement pole, tower, or structure does not exceed the height of the original pole, tower, or structure by more than 30 percent, measured from the top of the foundation;
4. The diameter or width of the replacement pole structures at its widest point does not exceed twice that of the replaced pole at its widest point and; where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed three times that of the replaced pole at its widest point;
5. Additional conductors or lines do not increase the number of conductors or lines by more than 100 percent of the original;

6. The footprint of the structure or building does not increase by more than 30 percent of the existing building or structure, excluding any pole or pi pole structure provided above;
7. The face area of a replacement panel antenna or the diameter of a replacement dish antenna does not increase by more than 20 percent;
8. There are no additional towers; and
9. A pole is not replaced with a tower.

**Activity status where compliance not achieved:** Restricted Discretionary

**ENG – R5**

~~The construction, operation, maintenance, repair and upgrade of renewable energy structure for small scale use – small scale distributed electricity generation-Renewable Electricity Generation Activity~~

**Activity Status Permitted**

Where:

1. The construction, operation, maintenance, repair and upgrading of small and community scale renewable electricity generation shall comply with the following standards:
  - ~~a-~~ Solar panels do not exceed the permitted building height in the relevant zone by more than 0.25m vertically;
  - ~~b.~~ Small scale wWind turbines do not exceed 8m in height;
  - ~~1-~~ Small scale wWind turbines comply with NZS 6808:2010 Acoustics – Wind Farm Noise;
  - ~~2-~~ c. Solar panels and any land based structure, building or impermeable surface for hydroelectricity generation must comply with building height and scale performance standards: not exceed: a footprint of 25m<sup>2</sup>
    - a. NOSZ – R1;
    - b. OSZ – R1;
    - c. SARZ – R1;
    - d. COMZ-R1;
    - e. MUZ-R1;
    - f. NCZ-R1;
    - g. RCZ-R1;
    - h. GIZ-R1;
    - i. LIZ-R1;
    - j. GRZ-R1;
    - k. LLRZ-R1;
    - l. MRZ-R1;
    - m. GRUZ-R1;
    - n. RLZ-R1;
    - o. SETZ-R2;
    - p. BCZ-R3;
    - q. FUZ-R1;
    - r. HOSZ-R1;
    - s. MINZ-R3;
    - t. MPZ-R1;
    - u. PORTZ-R1;
    - v. STADZ-R1; and
    - w. SVZ-R1.
- ~~3-~~ 2. The operation, maintenance, repair and upgrading of large scale renewable electricity generation shall comply with building and structure, height and scale performance standards: not exceed: a footprint of 25m<sup>2</sup>
  - a. NOSZ – R1;
  - b. OSZ – R1;
  - c. SARZ – R1;
  - d. COMZ-R1;
  - e. MUZ-R1;

- f. NCZ-R1;
- g. RCZ-R1;
- h. GIZ-R1;
- i. LIZ-R1;
- j. GRZ-R1;
- k. LLRZ-R1;
- l. MRZ-R1;
- m. GRUZ-R1;
- n. RLZ-R1;
- o. SETZ-R2;
- p. BCZ-R3;
- q. FUZ-R1;
- r. HOSZ-R1;
- s. MINZ-R3;
- t. MPZ-R1;
- u. PORTZ-R1;
- v. STADZ-R1; and
- w. SVZ-R1.

4. Any building or structure must not be located within an existing esplanade reserve or strip.

**Activity status where compliance not achieved:**

Restricted Discretionary where performance standards ~~s-1 –3 or 5–6~~ are is not complied with.  
 Discretionary where performance standard 2 is not complied with.

~~Non-complying where with performance standard 4 is not complied with-~~

<b>ENG – R6</b>	<b>Activities in and around the Significant Electricity Distribution Lines</b>
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**Activity Status Permitted**

Where:

1. Performance standards in Rule ENG - R1 are complied with;
- ~~2. These are Energy Activities;~~
3. The following other activities are able to occur under the conductors where these are Permitted within the relevant zone and overlay:
  - i. Fences less than 2.5m high;
  - ii. Alterations and additions to existing buildings and structures used for sensitive activities that do not involve an increase in the building envelope;
  - iii. Network Utilities within a transport corridor or any part of electricity infrastructure;
  - iv. Structures used for agricultural and horticultural activities excluding buildings for sensitive activities;
4. The only buildings or structures erected within 12m of any support structure are:
  - i. Network Utilities within a transport corridor; or
  - ii. Any part of electricity infrastructure;
  - iii. Fences more than 5m from the support structure and less than 2.5m in height; and
5. Structures and activities located near ~~transmission~~ distribution lines must comply with the safe distance requirements in the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

**Activity status where compliance not achieved:** Non-complying-Discretionary

<b>ENG – R7</b>	<b>Buildings, Structures and Activities within the National Grid Yard</b>
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**Activity Status Permitted**

Where:

1. These are the following activities where they are also Permitted within the relevant zone and overlay:
  - i. Fences less than 2.5m high;

- ii. Alterations and additions to existing buildings and structures used for sensitive activities that do not involve an increase in the building or structure height or footprint;
  - iii. Infrastructure undertaken by a Network Utility **operation Operator within a transport corridor** or any part of electricity **generation infrastructure** that connects the National Grid;
  - iv. ~~Non-habitable farm or horticultural buildings or structures excluding commercial greenhouses, protective canopies, wintering barns, produce packing facilities, dairy and milking sheds~~ The activity is not a sensitive activity;
  - v. An accessory building or structure associated with an existing residential activity that is less than 10m<sup>2</sup> and 2.5m in height;
2. All buildings, structures and activities permitted by 1. above must have:
- i. A minimum vertical clearance of at least 10m below the lowest point of a conductor - or meet the electrical distances required by NZECP 34: 2001 under all transmission line and building operation conditions;
  - ii. Not result in the loss of vehicle access to a National Grid support structure;
  - iii. Be located **at least 12 metres from the outer visible edge of a foundation of a National Grid transmission support structure National Grid Yard**, except where it is:
    - a. Infrastructure undertaken by a network utility operator, or any part of electricity infrastructure that connects the National Grid;
    - b. A fence not exceeding 2.5m in height that is located at least:
      - I. 6m from the outer visible edge of a foundation of a National Grid transmission line tower; or
      - II. 5m from the outer visible edge of a foundation of a National Grid transmission line pole;
      - III. An artificial crop protection structure or crop support structure not exceeding 2.5m in height and located at least 8m from a National Grid transmission line pole that:
      - IV. Is removable or temporary to allow a clear working space of 12m from the pole for maintenance; and
      - V. Allows all weather access to the pole and sufficient area for maintenance equipment including a crane; or
      - VI. A building or structure where Transpower has given written approval in accordance with clause 2.4.1 of NZECP34: 2001.

**Activity status where compliance not achieved:** **Non-complying-Discretionary**

**ENG – R8      Installation of electricity cabinets**

**Activity Status Permitted**

Where:

- 1. All performance standards in Rule ENG - R1 are complied with; and
- 2. The cabinet has a maximum height above ground level of 2m and a maximum area of 1.4m<sup>2</sup>.

**Activity status where compliance not achieved:** Restricted Discretionary

**ENG – R9      Temporary Energy Activities**

**Activity Status Permitted**

Where:

- 1. A The temporary energy activity is for up to a period of 24 months following a national, regional or local state of emergency declaration;
- 2. All performance standards in Rule ENG - R1 are complied with; and
- 3. Any temporary structures are removed from the site ~~when operation ceases and the sites is rehabilitated~~ and the site is rehabilitated within one month of the operation ceasing.
- 4. **The temporary energy activity is a back-up generator, provided this equipment is:**



- i. being tested and maintained for a period not exceeding 48 hours in duration; or
- ii. to provide back-up electricity during routine or scheduled maintenance for a period not exceeding 48 hours; or for longer than 48 hours where that use complies with the noise limits specified between 0700 hours and 2200 hours relevant to the underlying zone; or
- iii. for emergency purposes only and operates for a maximum of 12 months.

**Activity status where compliance not achieved:** Restricted Discretionary

**ENG – R10**

**Environmental monitoring and meteorological facilities associated with Energy Activities**

**Activity Status Permitted**

Where:

1. All performance standards in Rule **INFENG**-R1 are complied with; **and**
2. Monitoring equipment is not more than **4m in height and** 25m<sup>2</sup> in area;
3. Monitoring equipment complies with the relevant zone building or structure maximum height performance standards:
  - a. NOSZ – R1;
  - b. OSZ – R1;
  - c. SARZ – R1;
  - d. COMZ-R1;
  - e. MUZ-R1;
  - f. NCZ-R1;
  - g. RCZ-R1;
  - h. GIZ-R1;
  - i. LIZ-R1;
  - j. GRZ-R1;
  - k. LLRZ-R1;
  - l. MRZ-R1;
  - m. GRUZ-R1;
  - n. RLZ-R1;
  - o. SETZ-R2;
  - p. BCZ-R3;
  - q. FUZ-R1;
  - r. HOSZ-R1;
  - s. MINZ-R3;
  - t. MPZ-R1;
  - u. PORTZ-R1;
  - v. STADZ-R1; and
  - w. SVZ-R1.

**Activity status where compliance not achieved:** Non-complying Restricted Discretionary

**ENG – RX1**

The construction, operation, maintenance, and repairs and Installation of Below Ground Energy Activities

**Activity Status Permitted**

Where:

1. All performance standards in Rule ENG - R1 are complied with.

**Activity status where compliance not achieved:** Non-complying

**ENG – RX**

Maintenance, repair, operation and minor upgrading of existing Renewable Electricity Generation Activities

**Activity Status Permitted**

Where:

1. All performance standards in Rule ENG – R1 are complied with.

**Activity status where compliance not achieved:** ~~Restricted Discretionary~~

~~ENG — RX<sub>3</sub>~~

~~The construction, operation, maintenance and upgrade of community and large scale energy activities excluding wind~~

~~Activity Status Permitted-~~

~~Where:~~

- ~~1.— Performance standards in Rule ENG-R1 and GIZ-R1 are complied with;~~
- ~~2.— The activity is located within the General Industrial Zone; and~~
- ~~3.— All buildings and generating structures comply with building coverage, height and setback requirements for the zone; and~~
- ~~4.— Buildings and generating structures are screened by fencing and/or landscaping (including earth bunds) along any road frontage and the side boundary of a site that adjoins a RESZ- Residential, SETZ-Settlement, OSZ-Open Space or MUZ-Mixed Use zone.~~

**Activity status where compliance not achieved:** Discretionary

~~ENG — RX<sub>2</sub>~~

~~New Lines, Telecommunication Poles or Towers — Customer Connections~~

~~Activity Status Permitted-~~

~~Where:~~

- ~~1.— All performance standards in Rule ENG — R1 are complied with~~
- ~~2.— The connection does not include a new tower;~~
- ~~3.— The connection does not exceed three additional poles; and~~
- ~~4.— The diameter of conductors, lines or cables does not exceed 306mm.~~

~~**Advice Note:** Where the connection is to a heritage item identified in Schedule One resource consent is also required under Rule HH — R5.~~

**Activity status where compliance not achieved:** Discretionary

**ENG — RX<sub>3</sub>**

**The construction of distribution lines and transmission lines not managed by the National Environmental Standard for Electricity Transmission Activities**

**Activity Status Permitted**

Where:

1. All performance standards in Rule ENG - R1 are complied with
2. The line will comply with the requirements of NZECP 34:2001
3. The construction or establishment of any tower, pole, mast, aerial, panel, element or dish operationally associated with electricity lines that have a maximum height above ground level of 7.
4. Installation or modification of a sign at a height no greater than 2m above ground level and no larger than 1m<sup>2</sup> associated with an electricity network utility.

**Activity status where compliance not achieved:** Discretionary

## Restricted Discretionary Activities

**ENG - R11**

**Substation (Zone and Distribution)s not meeting Permitted Activity standards**

### Activity Status Restricted Discretionary

Discretion is restricted to:

- a. ~~Landscape measures~~ The effects of the proposal on the amenity, character and landscape values of the underlying Zone;
- b. Locational, technical, functional and operational constraints;
- c. Impacts on resilience of the community to natural hazards and climate change;
- d. The benefits of the proposal to Aotearoa New Zealand meeting its Greenhouse Gas targets;
- e. ~~Impacts of contamination from the substation on any overlay;~~
- f. Benefits to the community from the substation; and
- g. The degree to which the proposed activity will cause significant adverse effects on areas and values listed in Schedules 1-8 Overlay Chapter matters.

**Activity status where compliance not achieved:** N/A

**ENG – R12**

**~~Operating existing transmission and distribution lines, new distribution and transmission lines, maintaining, minor upgrading, strengthening, upgrading and replacing support structures and foundations~~ Operation, maintenance, repair and upgrading of distribution lines and transmission lines not managed by the National Environmental Standard for Electricity Transmission Activities or Removal of Existing Above Ground Energy Activities not meeting Permitted Activity standards**

### Activity Status Restricted Discretionary

Where:

1. Performance standards in Rule ENG - R1 are complied with.

Discretion is restricted to:

- a. Degree of non-compliance with Rule ENG - R4;
- b. Locational, technical, functional and operational constraints;
- c. Benefits to the community; and
- d. The degree to which the proposed activity will cause significant adverse effects on areas and values listed in Schedules 1-8 Overlay Chapter matters.

**Activity status where compliance not achieved:** Non-complying

**ENG – R13**

**Installation of electricity cabinets not meeting Permitted Activity standards**

### Activity Status Restricted Discretionary

Where:

1. Performance standards in Rule ENG - R1 are complied with.

Discretion is restricted to:

- a. Locational, technical, functional and operational constraints;
- b. The degree to which the proposed activity will cause significant adverse effects on areas and values listed in Schedules 1-8 Overlay Chapter matters; and
- c. Benefits to the community.

**Activity status where compliance not achieved:** Non-complying

<b>ENG – R14</b>	<b>The construction, operation, maintenance, <u>repair</u> and <u>upgrading</u> of <u>small and</u> community scale renewable electricity generation <u>structures, activity and temporary energy activities</u> not meeting Permitted Activity standards</b>
<b><u>ENG-RX4</u></b>	<b><u>Renewable energy investigation</u></b>
<b><u>ENG-RX5</u></b>	<b><u>Temporary energy activities not meeting Permitted Activity standards</u></b>
<b><u>ENG-RX6</u></b>	<b><u>Environmental monitoring and meteorological facilities associated with Energy Activities not meeting Permitted Activity standards</u></b>

**Activity Status Restricted Discretionary**

Where:

1. Performance standards in Rule ENG - R1 are complied with.

Discretion is restricted to:

- a. Impacts on resilience of the community to natural hazards and climate change;
- b. The benefits of the proposal to Aotearoa New Zealand meeting its Climate Change and Greenhouse Gas targets;
- c. **The Benefits of the proposal to the local and regional community and to resilience for Te Tai o Poutini/ the West Coast;**
- d. Functional, location, technical and operational constraints;
- e. **Landscape measures The effects of the proposal on the amenity, character and landscape values of the underlying Zone;** and
- f. The degree to which the proposed activity will cause significant adverse effects on areas and values listed in Schedules 1-8 Overlay Chapter matters.

**Activity status where compliance not achieved:** Non-complying

**Discretionary Activities**

<b>ENG – R15</b>	<b><u>New Large scale renewable electricity generation activity and Large scale renewable electricity generation activity excluding wind</u> not meeting Permitted Activity standards</b>
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**Activity Status Discretionary**

**Activity status where compliance not achieved:** N/A

<b><del>ENG – R16</del></b>	<b><del>Large scale renewable electricity generation activity excluding wind</del></b>
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**~~Activity Status Discretionary~~**

~~Where:~~

- ~~1. This complies with New Zealand Standard NZS6808:2010 Acoustics – Wind Farm Noise.~~

**~~Activity status where compliance not achieved:~~** Non-complying

<b><u>ENG – RX4</u></b>	<b><u>Construction of distribution lines and transmission lines not meeting Permitted Activity Standards</u></b>
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**Activity Status Discretionary**

**Activity status where compliance not achieved:** N/A

<b>Non-complying Activities</b>	
<b>ENG – R17</b>	<b>Any energy activity which does not comply with New Zealand Standards NZS6808:2010 Acoustics – Wind Farm Noise</b>
<b>Activity Status Non-complying</b>	
<b>Activity status where compliance not achieved: N/A</b>	
<b>ENG - R18</b>	<b>Any energy activity generating electric or magnetic fields, that does not comply with Rule ENG - R1</b>
<b>Activity Status Non-complying</b>	
<b>Activity status where compliance not achieved: N/A</b>	
<b>ENG - R19</b>	<b>Activities <u>in and around</u> the National Grid Yard <u>and between the Significant Electricity Transmission Lines</u>, that do not comply with Permitted Activity standards</b>
<b>Activity Status <u>Non-complying Discretionary</u></b>	
<b>Activity status where compliance not achieved: N/A</b>	
<b>ENG – R20</b>	<b>Energy Activities that do not meet Rules ENG - R12, ENG - R13, <u>or</u> ENG - R14, <u>ENG-RX4, ENG-RX5 or ENG-RX6</u></b>
<b>Activity Status Non-complying</b>	
<b>Activity status where compliance not achieved: N/A</b>	
<b>ENG – RX9</b>	<b>Non-renewable Electricity Generation Activities</b>
<b>Activity Status Non-complying</b>	
<b>Note: This rule shall not apply to back up generators that do not comply with permitted activity standards of ENG-R9.</b>	
<b>Activity status where compliance not achieved: N/A</b>	
<b>ENG – RX10</b>	<b><u>Activities in and around Significant Electricity Distribution Lines, that do not comply with Permitted Activity standards</u></b>
<b>Activity Status Discretionary</b>	
<b>Activity status where compliance not achieved: N/A</b>	
<b>ENG – RX11</b>	<b>Any Energy Activity which is not a Permitted, Controlled, Restricted Discretionary or Discretionary Activity</b>
<b>Activity Status Non-complying</b>	
<b>Activity status where compliance not achieved: N/A</b>	

## Infrastructure - Te Tūahanga

### Overview

Infrastructure is critical to the social, cultural and economic wellbeing of people and communities, including providing for their health and safety, and has national, regional and local benefits. The **West Coast Regional Policy Statement** requires specific recognition and protection of regionally significant infrastructure.

While infrastructure is often seen as a necessary and normal part of urban and rural environments, it can also have adverse effects on surrounding land uses and the environment. The sustainable management of natural and physical resources requires a balance between the effects of different land uses.

However, infrastructure also needs to be protected, where possible, from encroachment by incompatible activities that may result in reverse sensitivity effects. Some infrastructure has specific operational and functional needs that need to be accommodated for its operation.

Infrastructure includes a range of structures, services and activities as defined in Definitions – Ngā Tautuhinga. The Infrastructure Chapter contains the objectives, policies, rules for managing a range of specified Infrastructure activities, such as three waters, telecommunications networks and radio communication networks. Port Activities are however managed in the Port Zone and Airport Activities are managed in the Airport Zone. The Infrastructure Chapter also does not apply to energy activities nor National Grid activities as these are addressed in the Energy Chapter nor does it apply to Transport Activities that are addressed in the Transport Chapter.

The Area Specific Provisions (Zone chapters) do not apply to the Infrastructure activities managed in the Infrastructure chapter. The Overlay chapters and other District Wide rules do apply where relevant.

### Other relevant Te Tai o Poutini Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-wide Matters chapters also contain provisions that may be relevant for infrastructure activities, including:

- **Transport** - the Transport chapter sets out the requirements for activities in and around transport corridors that may be relevant to infrastructure.
- **Overlay Chapters** - the Overlay Chapters have provisions in relation to Sites and Areas of Significance to Māori; Ecosystems and Indigenous Biodiversity; Natural Features and Landscape; Natural Character and Margins of Waterbodies; Natural Hazards; Historic Heritage, Notable Trees and the Coastal Environment. Where an infrastructure activity is located within an overlay area (as identified in the planning maps) then the relevant overlay provisions apply.
- **General District Wide Matters** - provisions in relation to Activities on the Surface of Water and Earthworks in particular may be relevant to infrastructure activities.
- **Subdivision** - The Subdivision chapter sets out the requirements for the development of new infrastructure and connections as part of subdivision activities.
- **Financial Contributions** - The Financial Contributions chapter sets out the requirements for contributions of costs for activities which impact on infrastructure.

## Infrastructure Objectives

<b>INF – 01</b>	To enable the safe, efficient and sustainable development, operation, maintenance and upgrading of utilities and infrastructure, to meet the <u>current and future</u> needs of the West Coast/Te Tai o Poutini.
<b>INF – 02</b>	To protect utilities and infrastructure from the adverse effects of <u>incompatible</u> subdivision, land use and development.

<b>INF – 03</b>	To ensure the efficient provision and use of infrastructure for communities by co-ordinating the provision of utilities with subdivision, use and development of land.
<b>INF – 04</b>	To consider natural hazard resilience and impacts of climate change in infrastructure <u>location</u> , design and provision.
<b>INF – 05</b>	The adverse effects of infrastructure on the environment are minimised, <u>including (but not limited to) the adverse effects of land use activities and management practices on the Poutini Ngāi Tahu cultural values associated with fresh and coastal water</u> , while recognising: <ul style="list-style-type: none"> <li>a. The functional <u>needs</u> and operational needs of infrastructure; and</li> <li>b. That positive effects of infrastructure may be realised locally, regionally, or nationally.</li> </ul>

Also the **Strategic Objectives and Policies**

### Infrastructure Policies

<b>INF – P1</b>	Recognise and provide for the positive social, economic, cultural and environmental benefits from the development, continued operation, <u>maintenance</u> , and upgrading of utilities and infrastructure.
<b>INF – P2</b>	Manage the design and location of utilities and infrastructure, including when sited in overlays in a way which considers: <ul style="list-style-type: none"> <li>a. <del>Locational, technical and operational constraints</del><u>Operational need and functional need</u>;</li> <li>b. Resilience to natural hazards and climate change;</li> <li>c. Poutini Ngāi Tahu requirements for discharge of wastewater to land;</li> <li>d. Benefits of co-location of infrastructure;</li> <li>e. That positive effects of infrastructure may be realised locally, regionally, or nationally; and</li> <li>f. The need to <del>minimise</del> <u>manage</u> adverse effects on the environment.</li> </ul>
<b>INF – P3</b>	Manage reverse sensitivity effects from subdivision, use and development, on utilities and infrastructure to ensure their safe, secure and efficient operation.
<b>INF – P4</b>	Ensure that subdivision and development, is adequately serviced <u>to meet the current and future needs</u> including: <ul style="list-style-type: none"> <li>a. Safe and efficient vehicle access;</li> <li>b. Drinking water compliant with Safe Drinking Water Standards;</li> <li>c. Adequate water supply for firefighting;</li> <li>d. Treatment and safe disposal of stormwater that does not result in increased flooding and erosion risk;</li> <li>e. Treatment and safe disposal of wastewater with a preference for land-based treatment;</li> <li>f. Supply of electricity and telecommunications using a method that is appropriate to the type of development, location and character of the area including consideration of off-grid supply / wireless /satellite;</li> <li>g. Connections are made to wastewater, water supply and stormwater systems where they are available and there is capacity;</li> <li>h. Where new infrastructure is developed, that there is adequate provision for ongoing maintenance either by the vesting of the infrastructure in the relevant Council, or in the case of papakainga developments, that an ongoing hapū entity may be responsible for maintenance; and</li> <li>i. Financial contributions are provided where additional or upgraded <del>network utility</del> infrastructure is required to service development.</li> </ul>

<b>INF – P5</b>	Minimise the effect of stormwater run-off associated with development activity, including requirements for onsite detention, upgrades to pump networks and roadside drainage networks where necessary, to reduce flooding risk to roads and property.
<b>INF – P6</b>	Provide flexibility for <del>network utilities</del> <u>infrastructure</u> to adopt new technologies that: <ul style="list-style-type: none"> <li>a. Improve access to, and efficient use of, networks and services;</li> <li>b. Allow for the re-use of redundant services and structures where they are safe and operating to required standards;</li> <li>c. Increase resilience, safety or reliability of networks and services;</li> <li>d. Result in environmental benefits and enhancements; or</li> <li>e. Promote environmentally sustainable outcomes including green infrastructure and the increased utilisation of renewable resources.</li> </ul>

## Infrastructure Rules

### Note:

1. There may be a number of Plan provisions that apply to an activity, building, structure and site. In some cases, consent may be required under rules in this Chapter as well as rules in other Chapters in the Plan. In those cases unless otherwise specifically stated in a rule, consent is required under each of those identified rules. Details of the steps Plan users should take to determine the status of an activity is provided in General Approach.
2. The installation and operation of telecommunications facilities (such as cabinets, ~~antennas, poles,~~ small cell-units and telecommunications lines) undertaken by a telecommunications facility operator are controlled in some instances by the Resource Management (National Environmental Standards for Telecommunications Facilities) Regulations 2016, separate to Te Tai o Poutini Plan. Te Tai o Poutini Plan applies where these telecommunications facilities are either not covered by the Regulations, are covered but do not meet permitted standards of the Regulations, or are located within the following overlays:
  - a. Outstanding Natural Features
  - b. Outstanding Natural Landscapes
  - c. Outstanding Coastal Natural Character
  - d. High Coastal Natural Character
  - e. Significant Natural Areas
  - f. Sites and Areas of Significance to Māori
  - g. Sites and Areas of Historic Heritage
  - h. Notable Trees
3. Infrastructure includes the Ports and Airports, the specific provisions for these utilities are within the Port Zone and Airport Zone provisions.
4. Provisions relating to energy activities and associated infrastructure are contained in the Energy Chapter and provisions for transport infrastructure are contained in the Transport Chapter.



Permitted Activities	
<b>INF - R1</b>	<b>Infrastructure Permitted Activity Performance Standards</b>
<b>Activity Status Permitted</b>	
Where:	
<ol style="list-style-type: none"> <li>1. Electric and Magnetic fields - An activity generating electric or magnetic fields does not exceed the maximum exposure level listed in the International Commission on Non-ionizing Radiation Protection Guidelines for limiting exposure to time-varying electric and magnetic fields (1Hz - 100 kHz) (Health Physics (6):818-836; 2010), and the recommendations from the <b>World Health Organisation's</b> monograph Environmental Health Criteria 238, June 2007; and</li> <li>2. Radio Frequency Fields - An activity generating radio frequency fields does not result in radio frequency field levels that exceed the maximum exposure level of the general public in New Zealand Standard <b>NZS 2772.1:1999 Radiofrequency fields - Maximum exposure levels</b> - 3kHz to 300 GHz.</li> </ol>	
<b>Activity status where compliance not achieved:</b> Non-complying	
<b>INF - R2</b>	<b>Connections to <u>water</u>, wastewater, stormwater and reticulated systems</b>
<b>Activity Status Permitted</b>	
Where:	
<ol style="list-style-type: none"> <li>1. The building is serviced by, and e-Certification is provided from the relevant local authority that capacity exists within the reticulated water supply, wastewater or stormwater networks.</li> </ol>	
<b>Activity status where compliance not achieved:</b> Restricted Discretionary	
<b>INF – R3</b>	<b>Maintenance and operation of existing gas pipeline under 2,000 kilopascals</b>
<b>Activity Status Permitted</b>	
Where:	
<ol style="list-style-type: none"> <li>1. The pipeline is located underground and is not on or within a natural waterbody, except where it is: <ol style="list-style-type: none"> <li>a. Attached to and/or incorporated within an existing bridge structure; or</li> <li>b. Within an existing attached conduit or duct; and</li> </ol> </li> <li>2. Any realignment, relocation or replacement of a pipeline is within: <ol style="list-style-type: none"> <li>a. An existing easement in favour of the pipeline; and</li> <li>b. Is within 12 metres of the existing alignment or location.</li> </ol> </li> </ol>	
<b>Activity status where compliance not achieved:</b> Discretionary	
<b>INF – R4</b>	<b>Temporary Network Activities</b>
<b>Activity Status Permitted</b>	
Where:	
<ol style="list-style-type: none"> <li>1. The temporary network is operated by a network utility operator;</li> <li>2. The temporary network activity is: <ol style="list-style-type: none"> <li>i. For up to a period of 24 months following a national, regional or local state of emergency declaration; or</li> <li>ii. For up to a period of four weeks to provide for additional capacity;</li> <li>iii. <u>For a period of up to 12 months as part of construction or re-construction activity;</u> and</li> </ol> </li> <li>3. All performance standards in Rule INF - R1 are complied with; and</li> <li>4. The utility must be removed from the site when operation ceases and the site reinstated.</li> </ol>	
<b>Activity status where compliance not achieved:</b> Discretionary	
<b>INF—R5</b>	<b><del>Environmental monitoring and extreme weather event monitoring facility</del></b>
<b>Activity Status Permitted</b>	

Where:

1. Monitoring equipment is not more than 4m in height and 25m<sup>2</sup> in area.

**Activity status where compliance not achieved:** Restricted Discretionary

**INF – R6**

**Navigational aids/beacons, environmental monitoring equipment and Meteorological facilities**

**Activity Status Permitted**

Where:

1. These are located in a RURZ—Rural Zone or INZ—Industrial Zone.

**Where:**

1. All performance standards in Rule INF-R1 are complied with;
2. Monitoring equipment is not more than 25m<sup>2</sup> in area; and
4. Monitoring equipment complies with the relevant zone building or structure maximum height performance standards:
  - a. NOSZ – R1;
  - b. OSZ – R1;
  - c. SARZ – R1;
  - d. COMZ-R1;
  - e. MUZ-R1;
  - f. NCZ-R1;
  - g. RCZ-R1;
  - h. GIZ-R1;
  - i. LIZ-R1;
  - j. GRZ-R1;
  - k. LLRZ-R1;
  - l. MRZ-R1;
  - m. GRUZ-R1;
  - n. RLZ-R1;
  - o. SETZ-R2;
  - p. BCZ-R3;
  - q. FUZ-R1;
  - r. HOSZ-R1;
  - s. MINZ-R3;
  - t. MPZ-R1;
  - u. PORTZ-R1;
  - v. STADZ-R1; and
  - w. SVZ-R1.

**Activity status where compliance not achieved:** Restricted Discretionary

**INF – R7**

**Installation, extension, maintenance, operation, upgrade and repair of lines, underground pipelines and ancillary vehicle access tracks erected by a Network Utility Operator Operation, maintenance, repairs and extension of existing network utilities**

**Activity Status Permitted**

Where:

1. All performance standards in Rule INF - R1 are complied with;
2. These are not gas pipelines regulated under Rule INF - R3;
3. Where any realignment, relocation or replacement of a network utility pole, tower, structure, building or minor utility structure is within 5m of the alignment or location of the original existing pole, tower, structure, building, or minor utility structure;
4. A replacement pole, tower or structure does not exceed the height of the original pole, tower, or structure by more than 30 percent, measured from the top of the foundation;
5. The diameter or width of the replacement pole does not exceed twice that of the replaced pole at its widest point, and; where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed three times that of the replaced pole at its widest point;

6. Additional conductors or lines do not increase the number of conductors or lines by more than 100 percent;
7. The building footprint or the footprint of the structure does not increase by more than 30 percent of the existing building or structure, excluding any pole or pi pole structure provided for in 4 above;
8. The largest face area of a replacement panel antenna or the diameter of a replacement dish antenna does not increase by more than 20 percent;
9. There are no additional towers; and
10. A pole is not replaced with a tower.

**Advice Note:**

1. Where the activities undertaken under this rule are located within an Outstanding Natural Feature or Landscape, earthworks associated with the activity are Permitted under Rules NFL - R6 and NFL - R8.
2. Refer to the Energy chapter.

**Activity status where compliance not achieved:** Discretionary

**INF – R8 New Network Utility Customer Connections**

**Activity Status Permitted**

Where:

1. The connection does not include a new tower;
2. The connection does not exceed three additional poles; and
3. The diameter of conductors, lines or cables does not exceed 30mm.

**Advice Note:** Where the connection is to a heritage item identified in Schedule One resource consent is also required under Rule HH – R5.

**Activity status where compliance not achieved:** Discretionary

**INF – R9 New Lines, Telecommunication Poles or Towers**

**Activity Status Permitted**

Where:

1. This meets the performance standards in Rule INF - R1;
2. This is located in a GRUZ - General Rural Zone or INZ - Industrial Zone;
3. Poles do not exceed a height of 25m;
4. Towers do not exceed a height of 15m.

**Activity status where compliance not achieved:** Non-complying where standard 1 is not complied with. Discretionary where standards 2-4 are not complied with.

**INF – R10 New Telecommunications Kiosk**

**Activity Status Permitted**

Where:

1. This meets the performance standards in Rule INF - R1; and
2. The maximum height is 3.5m and gross floor area is 1.5m<sup>2</sup>.

**Activity status where compliance not achieved:** Non-complying where standard 1 is not complied with. Restricted Discretionary where standard 2 is not complied with

**INF – R11 New Small Cell Utility**

**Activity Status Permitted**

Where:

1. This meets the performance standards in Rule INF – R1; and
2. the volume (including any ancillary equipment, but not including any cabling) is not more than 0.11m<sup>3</sup>.

**Activity status where compliance not achieved:** Non-complying

**INF – R12 New telecommunications poles, new antenna attached to poles and new antenna attached to a building not regulated by the NES – TF**

### Activity Status Permitted

Where:

1. This is located within a land transport corridor; and
  - i. The combined height of the pole and antenna does not exceed:
    - a. 15m in a RESZ - Residential Zone, SETZ - Settlement Zone or CMUZ - Commercial and Mixed Use Zone;
    - b. 20m in an INZ - Industrial Zone; or
    - c. 35m in all other zones.
  - ii. A panel antenna:
    - a. Does not exceed a width of 0.7m; and
    - b. When in a ~~land transport corridor~~ legal road boundaries of a formed legal road, fits within an envelope of 3.5m in length and 0.7m in diameter;
  - iii. A dish antenna does not exceed a diameter:
    - a. Within a railway corridor of:
      - I. metres in a GRUZ - General Rural Zone or INZ - Industrial Zone;
      - II. 0.9m in a CMUZ - Commercial and Mixed Use Zone
    - b. Outside of a railway corridor:
      - I. m outside of RESZ - Residential Zones and the SETZ - Settlement Zone
  - iv. Omni directional "whip" or dipole antennas do not exceed:
    - a. 1.6m in vertical length;
    - b. 60mm in diameter; and
    - c. 1.5m in horizontal length.
  - v. A headframe does not exceed the following:
    - a. 2.5m in diameter in RESZ - Residential Zones and the SETZ - Settlement Zone;
    - b. 6m in diameter in all other zones (including unformed legal road).
2. This is located outside a ~~land transport corridor~~ legal road boundaries:
  - i. The combined height (network utility) of a telecommunications pole and antenna does not exceed:
    - a. 15m in a RESZ - Residential Zone, ~~CMUZ - Commercial and Mixed Use Zone~~ or SETZ - Settlement Zone;
    - b. 20m in a CMUZ - Commercial and Mixed Use Zone;
    - c. 20m in an INZ - Industrial Zone;
    - d. 25m in all other locations, or 30m where there are two or more users of the same pole.
  - ii. A panel antenna does not exceed a width of 0.7m;
  - iii. A dish antenna does not exceed a diameter of 1.2m;
  - iv. Omni directional "whip" or dipole antennas do not exceed:
    - a. 1.6m in vertical length;
    - b. 60mm in diameter; and
    - c. 1.5m in horizontal length
  - v. A headframe does not exceed:
    - a. 2.5m in diameter in RESZ - Residential Zones and SETZ - Settlement Zones;
    - b. 6m in diameter in all other zones.
  - vi. A new panel antenna face does not exceed 1.5m<sup>2</sup>, and a new dish antenna does not exceed 1.2m; and
    - a. The antenna does not exceed a height of 5m above the point of attachment to the building, and is not attached to a building in the RESZ - Residential Zones or SETZ - Settlement Zone, except where the antenna is attached at least 15m above ground level.

**Activity status where compliance not achieved:** Restricted Discretionary

<b>INF – RX1</b>	<b>Back-up Generators</b>
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**Activity Status Permitted**

**Where:**

1. **This meets the performance standards in Rule INF – R1; and**
2. **The equipment is:**
  - i. **being tested and maintained for a period not exceeding 48 hours in duration; or**
  - ii. **to provide back-up electricity during routine or scheduled maintenance for a period not exceeding 48 hours; or for longer than 48 hours where that use complies with the noise limits specified between 0700 hours and 2200 hours relevant to the underlying zone; or**
  - iii. **for emergency purposes only and operates for a maximum of 12 months.**

**Activity status where compliance not achieved: Discretionary**

<b>INF – RX2</b>	<b>New telecommunications poles and antennas meeting the permitted standards of the NES-TF</b>
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**Activity Status Permitted**

**Where:**

1. **This meets the performance standards in Rule INF – R1.**

**Activity status where compliance not achieved: Various**

## Controlled Activities

**INF – R13**

**New telecommunications poles and antennas in road reserve (regulated by Regulations 26 or 28 of the NES-TF that do not meet the permitted activity standards in Regulations 27 or 29 of the NES - TF)**

### Activity Status Controlled

Where:

- (1) The permitted activity combined height (network utility) of a telecommunications pole and antenna is exceeded by a maximum of 1m;
- (2) The telecommunications pole permitted activity notional envelope is exceeded by a maximum of 1m in height up to 4.5m'
- (3) A panel antenna does not exceed a width of 0.8m;
- (4) A dish antenna does not exceed a diameter of:
- (5) 0.6m in a RESZ - Residential Zone or SETZ - Settlement Zone;
- (6) 0.9m in all other zones.

Matters of control are:

- a. Visual effects;
- b. Effects on amenity values in particular on the amenity values of the locality and streetscape;
- c. Potential impacts on the operation, maintenance and upgrade of other network utilities.

**Activity status where compliance not achieved:** Restricted Discretionary

**INF-R14**

**New telecommunications poles and antennas not in road reserve (regulated by Regulations 30, 32 or 34 of the NES - TF that do not meet the permitted activity standards in Regulations 31, 33 or 35)**

### Activity Status Controlled

Where:

- a. In the GRUZ - General Rural Zone or an INZ - Industrial Zone, the height does not exceed 30m, or 35m where two or more operator's utilities are on the same pole;
- b. A panel antenna does not exceed a width of 0.8m (excluding those in a RESZ - Residential Zone or SETZ - Settlement Zone);
- c. A dish antenna does not exceed a diameter of:
- d. 0.6m in a RESZ - Residential Zone or SETZ - Settlement Zone;
- e. 2m in all other zones.

Matters of control:

- a. Visual effects;
- b. Effects on amenity values in particular on the amenity values of the locality and streetscape.

**Activity status where compliance not achieved:** Restricted Discretionary

## Restricted Discretionary Activities

**INF-R15**      **New telecommunications cabinets (regulated by Regulation 19 of the NES – TF that do not meet the permitted standards in Regulations 20, 31 or 22 )**

### Activity Status Restricted Discretionary

Where:

- a. A single telecommunications cabinet does not have a footprint exceeding 2.5m<sup>2</sup> or a height (network utility) of 2m; and
- b. A group of telecommunications cabinets does not have a footprint exceeding 3m<sup>2</sup>

Matters of control:

- a. Visual effects;
- b. Effects on amenity values in particular on the amenity values of the locality and streetscape.

**Activity status where compliance not achieved:** Restricted Discretionary

**INF-R16**      **Connections to water, wastewater and stormwater reticulated system not meeting Permitted Activity standards**

### Activity Status Restricted Discretionary

Matters of control:

- a. Level of flood hazard mitigation through stormwater control;
- b. Any requirement for pre-treatment, retention or detention of stormwater or wastewater prior to discharge to the reticulated system;
- c. Provision of drinking water connections in accordance with NZS 4404: Code of Practice for Land Development and Subdivision Infrastructure and Council Engineering Standards;
- d. Provision for wastewater connections in accordance with NZS 4404: Code of Practice for Land Development and Subdivision Infrastructure and Council Engineering Standards.
- e. Scope and scale of proposed activity and potential demand on reticulated services.
- f. Cumulative effects on reticulated systems.

**Advice Note:** Any discharge to land and/or water may required a discharge permit from the West Coastal Regional Council under the relevant regional plan.

**Activity status where compliance not achieved:** N/A

**INF-R17**      **New underground gas pipeline up to 2,000 kilopascals and ancillary above ground stations and equipment**

### Activity Status Restricted Discretionary

Where:

1. Performance standards in Rule INF - R1 are complied with;
2. The gas pipeline will be underground.

Discretion is restricted to:

- a. Landscape measures The effects of the proposal on the amenity, character and landscape values of the underlying Zone;
- b. Locational, technical and operational constraints; and
- c. Benefits to the community.

**Activity status where compliance not achieved:** Discretionary

**INF-R18**      **Lighthouses, navigational aids and beacons not meeting Permitted Activity standards**

### Activity Status Restricted Discretionary

Where:

- a. Performance standards in Rule INF - R1 are complied with.

Discretion is restricted to:

- b. Landscape measures The effects of the proposal on the amenity, character and landscape values of the underlying Zone;
- c. Locational, technical and operational constraints; and

d. Benefits to the community.	
<b>Activity status where compliance not achieved:</b> Non-complying	
<b>INF-R19</b>	<b><del>ELighthouses, navigational aids, beacons, environmental monitoring and extreme weather event monitoring and meteorological facilities not meeting Permitted Activity standards</del></b>
<b>Activity Status Restricted Discretionary</b> Discretion is restricted to: <ul style="list-style-type: none"> <li><del>a. Impact on the resilience of the community to natural hazards and climate change;</del></li> <li><del>b. Benefits to the community;</del></li> <li><del>c. Locational, technical and operational constraints; and</del></li> <li><del>d. Landscape measures.</del></li> </ul>	
<b>Activity status where compliance not achieved:</b> N/A	
<b>INF-R20</b>	<b><del>Meteorological facilities in rural and industrial zones not meeting Permitted Activity standards</del></b>
<b>Activity Status Restricted Discretionary</b> Discretion is restricted to: <ul style="list-style-type: none"> <li><del>a. Locational, technical and operational constraints; and</del></li> <li><del>b. Landscape measures.</del></li> </ul>	
<b>Activity status where compliance not achieved:</b> N/A	
<b>INF-R21</b>	<b>Community Wastewater Treatment Facility in the Community Living Precinct</b>
<b>Activity Status Restricted Discretionary</b> Where: <ol style="list-style-type: none"> <li>1. This is located in accordance with a Concept Plan in Appendix Eight;</li> <li>2. Disposal of treated effluent is through a land based effluent system.</li> </ol> Discretion is restricted to: <ul style="list-style-type: none"> <li>a. The design of the wastewater treatment plant and land based disposal method;</li> <li>b. Effects on Poutini Ngāi Tahu values within or adjacent to the site;</li> <li>c. Natural hazards or geotechnical constraints;</li> <li>d. Effects on natural character, landscape, water quality and ecosystems;</li> <li>e. Any requirements arising from meeting the <b>NZS 4404: Code of Practice for Land Development and Subdivision Infrastructure</b> or the Council Engineering Standards.</li> </ul> <b>Advice Note:</b> <ol style="list-style-type: none"> <li>1. A Discharge Consent under the West Coast Regional Land and Water Plan may also be required.</li> <li>2. Applicants are encouraged to jointly lodge applications for consent under the Regional Plan and TTPP provisions at the same time to enable efficient processing.</li> </ol>	
<b>Activity status where compliance not achieved:</b> Discretionary	
<b>INF-R22</b>	<b>New Telecommunications Kiosk not meeting Permitted Activity Standards</b>
<b>Activity Status Restricted Discretionary</b> Discretion is restricted to: <ul style="list-style-type: none"> <li>a. Visual effects;</li> <li>b. <b>Effects on amenity values in particular on the amenity values of the locality and streetscape.</b></li> </ul>	
<b>Activity status where compliance not achieved:</b> N/A	
<b>INF-R23</b>	<b>New Telecommunications Poles and Antennas attached to Poles and cabinets not meeting Permitted or Controlled Activity Standards</b>



**Activity Status Restricted Discretionary**

Discretion is restricted to:

- a. The functional and operation needs of, and benefits derived from the network utility;
- b. Visual effects;
- c. ~~Effects on amenity values in particular on the amenity values of the locality and streetscape;~~
- d. ~~The degree to which the proposed activity will cause significant adverse effects on the values and attributes areas and values listed in Schedules 1-8 Overlay Chapter matters. adverse effects on of scheduled overlay chapter areas;~~
- e. The potential impacts on the operation, maintenance and upgrade of other network utilities.

**Activity status where compliance not achieved:** N/A**Discretionary Activities**

<b>INF – R24</b>	<b>New Community Wastewater treatment facility or New Community Reticulated Water Treatment Plant not provided for as a Controlled or Restricted Discretionary Activity</b>
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**Activity Status Discretionary****Activity status where compliance not achieved:** N/A

<del><b>INF – R25</b></del>	<del><b>Large scale renewable electricity generation activity excluding wind</b></del>
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~~**Activity Status Discretionary**~~~~**Activity status where compliance not achieved:** Non-complying~~

<b>INF – R26</b>	<b>Installation, extension, maintenance, operation, <del>minor</del> upgrade and repair of lines, poles and towers erected by a Network Utility Operator not meeting Permitted Activity standards</b>
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**Activity Status Discretionary****Activity status where compliance not achieved:** N/A

<b>INF – R27</b>	<b>Temporary Network Activities and New Network Utility Customer Connections not meeting Permitted Activity standards</b>
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**Activity Status Discretionary****Activity status where compliance not achieved:** Non-complying**Non-complying Activities**

<b>INF – R28</b>	<b>Any infrastructure activity which does not meet with Performance Standards in Rule INF - R1, or any rule which refers to those standards, in relation to Electric Fields, Magnetic Fields or Radio Frequency Fields</b>
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**Activity Status Non-complying****Activity status where compliance not achieved:** N/A

<b>INF – RXX</b>	<b>Any Activity which is not a Permitted, Controlled, Restricted Discretionary or Discretionary Activity</b>
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<b>Activity Status Non-complying</b>
<b>Activity status where compliance not achieved: N/A</b>

## Transport - Te Tūnuku

### Overview

The West Coast/Te Tai o Poutini has an extensive road and rail network with a growing number of shared pathways. It is essential that people and goods are safely and efficiently transported to destinations through a multimodal transport network that enables all users to meet their economic, social and cultural needs.

The Transport Chapter contains all the objectives, policies and rules for managing the land transport corridors and the works and activities that occur within them. The Plan encourages safe, efficient and cost-effective transport corridors to support the movement of people, goods and services through integrated, accessible, and well-connected transport corridors.

Transport Performance Standards are contained in Appendix One: Transport Performance Standards. The Plan uses the One Network Roding Classification System (ONRCS). This national system divides roads into categories based on how busy they are, whether they connect to important destinations, or if they are the only route available. The ONRCS is used to specify the key standards for the design and construction of infrastructure. To support safety and connectivity, Te Tai o Poutini Plan also requires minimum design standards in respect of driveways, vehicle access points, visibility, road widths and other transport related infrastructure while also requiring on-site parking in appropriate places.

Land use and subdivision are managed to protect the land transport corridors from incompatible activities that could undermine the provision of an integrated, responsive, and sustainable transport system. The Transport Chapter is linked to the Part 2 - District Wide Matters to ensure transport corridor works maintain the anticipated amenity, heritage, environmental, and cultural values. The risk from natural hazards is also considered.

The transport provisions apply to each zone identified in the Planning Maps and Part 3 - Area Specific Matters section of the Plan. The land use zoning is to be extended to the centreline of land transport corridors.

Provisions for Ports and public Airports/Heliports are included within the Port Zone and Airport Zone respectively.

### Other relevant Te Tai o Poutini Plan provisions

It is important to note that in addition to the provisions in this chapter, a number of other Part 2: District-wide Matters chapters also contain provisions that may be relevant for energy activities, including:

- **Noise** - The Noise Chapter contains the provisions for managing reverse sensitivity effects relating to noise sensitive activities establishing next to the state highways.
- **Signs** - The Signs Chapter contains the provisions for signs, including those within the transport corridors.
- **Light** - The Light Chapter contains the provisions for artificial outdoor light, including that within transport corridors.
- **Subdivision** - The Subdivisions chapter sets out the requirements for the development of new transport connections.
- **Financial Contributions** - The Financial Contributions chapter sets out the requirements for contributions of costs for activities which impact on the local roading network.
- **Overlay Chapters** - The Overlay Chapters have provisions in relation to ~~Sites and Areas of Significance to Māori~~; Historic Heritage; Ecosystems and Indigenous Biodiversity; Natural Features and Landscape; Natural Character and Margins of Waterbodies; Natural Hazards; and the Coastal Environment. Where a transport activity is located within an overlay area (as identified in the planning maps) then the relevant overlay provisions apply.

## Transport Objectives

<b>TRN – 01</b>	To recognise and provide for the critical role land transport infrastructure plays in supporting communities including emergency services, and economic activity on the West Coast/Te Tai o Poutini.
<b>TRN – 02</b>	To <del>manage the effects</del> provide for the safe and efficient operation of land transport infrastructure <del>on the character, landscape and amenity of the towns, settlements and rural areas</del> and minimise adverse effects on the environment.
<b>TRN – 03</b>	To enable accessibility, safety and connectivity of land transport infrastructure and <del>consider to provide for</del> the amenity of all transport users, including pedestrians and cyclists.
<b>TRN – 04</b>	To encourage resilience within the transport network to natural hazards and climate change reflecting its vital role in community wellbeing and economic activity.
<b>TRN – 05</b>	To ensure that the provision of safe and efficient parking, loading and access is consistent with the character, scale and intensity of the zone, the roading hierarchy and the activity being undertaken.
<b>TRN – 06</b>	<u>Land transport corridors and land transport infrastructure are protected from incompatible land use activities and subdivision development.</u>

Also the **Strategic Objectives and Policies**

## Transport Policies

<b>TRN – P1</b>	The road and rail <u>transport</u> networks shall; <ol style="list-style-type: none"> <li>Be maintained or enhanced to provide safe and efficient transportation;</li> <li>Consider the needs of all transport users and modes of transport; <del>and</del></li> <li>Minimise effects on adjoining properties including the impacts of vibration, noise and glare; <del>and</del></li> <li><u>Recognise the different functions and design requirements for each road classification under the most current National Transport Network classification system.</u></li> </ol>
<b>TRN – P2</b>	Vehicle crossings and associated access will; <ol style="list-style-type: none"> <li>Be designed and located to provide for safe, effective and efficient movement to and from sites;</li> <li><del>Minimise</del> <u>Mitigate</u> potential conflicts between vehicles, pedestrians and cyclists on the adjacent road network; and</li> <li>Manage <u>separation of vehicle access</u> to and from sites adjacent to intersections, <u>rail level crossings</u>, and where State Highways meet.</li> </ol>
<b>TRN – P3</b>	Maximise user safety at road and rail level crossings by considering the location of buildings and other visual obstructions within sightlines.
<b>TRN – P4</b>	<del>Ensure any new r</del> Road and pedestrian rail level crossings <del>carefully consider</del> <u>ensure</u> the safety of road users, pedestrians, and the effective and efficient operation of the regions rail network.
<b>TRN – P5</b>	Control vehicle access to sites adjacent to all road/rail level crossings to improve safety for road users on the approach to level crossings.
<b>TRN – P6</b>	Enable provision of electric vehicle and bicycle charging stations.
<b>TRN – P7</b>	Support increased cycling and walking by:

	<ul style="list-style-type: none"> <li>a. Requiring larger developments to provide bicycle parking and</li> <li>b. Providing for off-road pedestrian and bicycle facilities to complement facilities located within the road network; and</li> <li>c. <u>Providing for connectivity within, between and across subdivisions and communities.</u></li> </ul>
<b>TRN – P8</b>	<p>Manage the number, location and type of parking and loading spaces, including bicycle parking and electric car charging spaces to support the following:</p> <ul style="list-style-type: none"> <li>a. The safe, efficient and effective operation of the transport network;</li> <li>b. The functional and operational requirements of activities;</li> <li>c. <del>The recognition of different activities having different trip characteristics;</del></li> <li>d. The use of sustainable transport options including cycling and walking;</li> <li>e. Provision of safe access and egress for vehicles, pedestrians and cyclists;</li> <li>f. Avoid or mitigate potential conflicts between vehicles, pedestrians and cyclists;</li> <li>g. Mitigation of stormwater contamination from vehicles through treatment of stormwater from large areas of car parking;</li> <li>h. Provision for flexible approaches to parking, including more efficient use of parking spaces, and reduce incremental and individual parking provision.</li> </ul>
<b>TRN – P9</b>	<p>Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise:</p> <ul style="list-style-type: none"> <li>a. The safe, effective and efficient operation of roads including State Highways; or</li> <li>b. Pedestrian access and amenity; or</li> <li>c. Safe and functional access.</li> </ul>
<b>TRN – P10</b>	<p><u>Recognise and provide for the function of land transport infrastructure to ensure the safe and efficient movement of people and goods.</u></p>
<b>TRN – P11</b>	<p><u>Only allow high traffic generating activities where these activities support the safe, efficient and effective use of transport infrastructure, as demonstrated through an integrated transport assessment (ITA). All ITAs should be completed by a suitably qualified and experienced transport professional.</u></p>

## Transport Rules

Note: There may be a number of Plan provisions that apply to an activity, building, structure and site. In some cases, consent may be required under rules in this Chapter as well as rules in other Chapters in the Plan. In those cases unless otherwise specifically stated in a rule, consent is required under each of those identified rules. Details of the steps Plan users should take to determine the status of an activity is provided in General Approach.

### Advice Notes:

1. Works undertaken in a road reserve / transport corridor or an area subject to a transport designation, that are undertaken by a Utility Provider who is not the roading authority are Permitted where these are compliant with the **Utilities Access Act 2010** and Code of Practice.
2. Works undertaken in a road reserve / transport corridor or areas subject to a District Council designation also require road opening approval from the relevant District Council.
3. Minimum vehicle parking spaces, except for accessibility parking and bicycling parking, are not set. A minimum number of vehicle parking spaces do not have to be provided, however, if vehicle parking is provided it must comply with the vehicle parking standards.

4. Any work required for a new or upgraded vehicle crossing intersecting with a State Highway, requires a Corridor Access Request prior to any works occurring with the State Highway road reserve and approval from **Waka Kotahi NZ Transport Agency**.
5. Any crossing that intersects with the Rail Network requires approval from **Kiwirail**.
6. The Auckland Design Manual Guideline Document GD 2017/01 Stormwater Management Devices in the Auckland Region provides information on best practice stormwater design options for stormwater treatment.

<b>Permitted Activities</b>	
<b>TRN - R1</b>	<b>Establishment of accessways, vehicle crossings, parking spaces, loading spaces, queuing and standing spaces</b>
<b>Activity Status Permitted</b> Where: <ol style="list-style-type: none"> <li>1. Vehicle crossings and access way standards - TRN Tables 1 - 3, Standards TRN S1 - S3, and TRN Figure 1 are complied with;</li> <li>2. Parking, loading, queuing and standing standards - TRN Tables 4 - 5, Standards TRN S4 - S6 and TRN S12 and TRN Figures 2 and 3 are complied with;</li> <li>3. Manoeuvring standards TRN S7 - S11 are complied with;</li> <li>4. Where an impermeable carparking area greater than 1000m<sup>2</sup> in area is provided, stormwater treatment is provided; and</li> <li>5. Formation standards TRN S12 and TRN S13 are complied with.</li> </ol> <b>Advice Note:</b> The Auckland Design Manual Guideline Document GD 2017/01 Stormwater Management Devices in the Auckland Region provides information on best practice stormwater design options for stormwater treatment.	
<b>Activity status where compliance not achieved:</b> Restricted Discretionary	
<b>TRN - R2</b>	<del>Land transport operation, removal, repairs and maintenance within a road reserve / transport corridor or an area subject to designation</del> <b>Maintenance or upgrading of existing transport infrastructure within the existing transport corridor</b>
<b>Activity Status Permitted</b> Where: <ol style="list-style-type: none"> <li>1. All performance standards in Rule TRN - R1 are complied with; and</li> <li>2. The works are undertaken: <ol style="list-style-type: none"> <li>a. By, or on behalf of, a road controlling authority; or</li> <li>b. In accordance with a subdivision consent; or</li> <li>c. By a requiring authority in accordance with a designation listing in this Plan.</li> </ol> </li> </ol>	
<b>Activity status where compliance not achieved:</b> Restricted Discretionary	
<b>TRN - R3</b>	<b>Formation of an unformed legal road</b>
<b>Activity Status Permitted</b> Where: <ol style="list-style-type: none"> <li>1. All performance standards in Rule TRN - R1 are complied with; and</li> <li>2. The works are undertaken: <ol style="list-style-type: none"> <li>a. By, or on behalf of, a road controlling authority; or</li> <li>b. In accordance with a subdivision consent; or</li> <li>c. By a requiring authority in accordance with a designation listing in this Plan.</li> </ol> </li> </ol>	
<b>Activity status where compliance not achieved:</b> Restricted Discretionary	
<b>TRN - R4</b>	<del>Formation of a new transport corridor</del>
<del><b>Activity Status Permitted</b></del> Where: <ol style="list-style-type: none"> <li>1. This is undertaken by a requiring authority in accordance with a designation listed in this Plan.</li> </ol>	
<del><b>Activity status where compliance not achieved:</b> Restricted Discretionary</del>	
<b>TRN - R5</b>	<b>Establishment of shared pathways including cycleways and bridleways on public land</b>
<b>Activity Status Permitted</b> Where:	

1. The activity is below 1000m above sea level.

**Activity status where compliance not achieved:** Restricted Discretionary

**TRN – R6**

**Establishment of e-bike and e-vehicle charging stations in the transport corridor**

**Activity Status Permitted**

Where:

1. All performance standards in Rule TRN - R1 are complied with; and
2. These are not more than 2m in height and 10m<sup>2</sup> in area.

**Advice Note:** If within the legal road reserve, contact the appropriate land transport road controlling authority to obtain a license to occupy.

**Activity status where compliance not achieved:** Restricted Discretionary

**TRN – RX**

**Trip Generation Activities**

**Activity Status Permitted**

**Activity status where compliance not achieved:** Restricted Discretionary



## Restricted Discretionary Activities

<b>TRN – R7</b>	<b>Establishment of accessways, vehicle crossings, parking spaces, loading spaces, queuing and standing spaces not meeting Permitted Activity standards</b>
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### Activity Status Restricted Discretionary

Discretion is restricted to:

- The impact on other road users including pedestrians;
- Effects on the safety and efficiency of the transport system;
- The ability to safely and effectively park, load, queue; and
- Any requirements for future natural flood hazard mitigation; and
- Stormwater treatment and control;
- The location, size and design of accessways, vehicle crossings, parking and loading areas; and
- The types of vehicle crossings serving the site, their intensity, the time of day the site is frequented and likely trip generation.

**Activity status where compliance not achieved:** N/A

<b>TRN – R8</b>	<b>Land transport operation, removal, repairs and maintenance within a road reserve / transport corridor <del>or an area subject to a designation</del> not meeting Permitted Activity standards</b>
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### Activity Status Restricted Discretionary

Discretion is restricted to:

- Impacts during construction;
- Any requirements for flood I hazard mitigation;
- Outcome of consultation with the relevant road controlling authority;
- Stormwater treatment and control.

**Activity status where compliance not achieved:** N/A

<b>TRN – R9</b>	<b>Formation of unformed legal road not meeting Permitted Activity standards</b>
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### Activity Status Restricted Discretionary

Discretion is restricted to:

- Effects on the safety and efficiency of the transport ~~system~~network;
- The ability for accessibility park users to safely and effectively park, enter and exit a vehicle;
- The impact on other road users including pedestrians;
- Any requirements for flood hazard mitigation; and
- Stormwater treatment and control.

**Activity status where compliance not achieved:** N/A

<b>TRN – R10</b>	<b>Establishing shared paths including cycleways and bridleways on public land not meeting Permitted Activity standards</b>
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### Activity Status Restricted Discretionary

Discretion is restricted to:

- Visual effects;
- Effects on amenity values in particular ~~on the amenity values of the locality and streetscape.~~
- Effects on public access; and
- Effects on the transport network.

**Activity status where compliance not achieved:** N/A

<b>TRN – R11</b>	<b>Establishing e-bike and e-vehicle charging stations <del>in the transport corridor</del> not meeting Permitted Activity standards</b>
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### Activity Status Restricted Discretionary

Discretion is restricted to:

- a. Effects on safety and efficiency of the transport network; and
- b. Outcome of consultation with the relevant ~~transport agency~~ road controlling authority.

**Activity status where compliance not achieved: N/A**

<b>TRN – R12</b>	<b>High Trip generating transport activities</b>
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**Activity Status Restricted Discretionary**

Where:

- 1. This is the establishment of a new activity or the expansion of an existing activity that exceeds the thresholds listed in Table TRN 6 that complies with Standard TRN S14.

Discretion is restricted to:

- a. The matters outlined in TRN S14 – High Trip Generating Activities Transport Assessment requirements;
- b. Effects on the transport network including whether the use or development compromise the safety and efficiency of the transport network; and
- c. Effects and recommendations to minimise effects from the transport assessment. Any recommendations in a transport assessment provided by a suitably qualified and experienced transport professional;
- d. The extent to which vehicle access, parking and manoeuvring areas associated with the activity are provided; and
- e. The nature of the activity and compatibility with the function and purpose of the underlying zone.

**Activity status where compliance not achieved: N/A**

<b>Discretionary Activities</b>	
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<b>TRN – R13</b>	<b>Formation of a new Transport Corridor <del>not meeting Permitted Activity standards</del></b>
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**Activity Status Discretionary**

~~Notification: Applications will always be publicly notified.~~

**Activity status where compliance not achieved: N/A**

<b>TRN – R14</b>	<b>High Trip generating activities not meeting <u>Permitted or Restricted Discretionary Activity standards</u></b>
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**Activity Status Discretionary**

**Activity status where compliance not achieved: N/A**

<b>TRN – RXX</b>	<b>Any Activity which is not a Permitted, Controlled, Restricted Discretionary or Discretionary Activity</b>
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**Activity Status Non-complying**

**Activity status where compliance not achieved: N/A**

## Appendix One: Transport Performance Standards Te Āpiti hanga Tuatahi: Ngā Ture Tūnuku

**TRN Table 1 – Vehicle Access Design Standard – State Highway: Minimum distance of vehicle access point relative to intersections and minimum spacing**

Posted Legal speed limit	Minimum sight distance	Minimum distance of vehicle access point relative to intersections	Minimum spacing between vehicle access points on same or opposite frontages
Km/hr	Distance x in meters	Distance y in meters	Distance z in meters
50	115	30	9m for residential, 15m all other
60	140	30	20
70	170	100	40
80	205	100	100
100	280	200	200

**TRN Table 2 – Vehicle Access Design Standard for vehicle access onto a local road, arterial or collector road, up to 60 vehicle movements a day: Minimum distance of vehicle access point relative to intersections and minimum spacing**

Posted Legal speed limit	Minimum sight distance Local Road	Minimum sight distance Collector Road	Minimum sight distance Arterial Road	Minimum spacing between vehicle access points on same or opposite frontages
Km/hr	Distance x in meters	Distance x in meters	Distance x in meters	Distance z in meters
50 or below	40	90	90	NA
60	55	115	115	NA
70	85	140	140	10
80	105	175	175	10
100	160	250	250	10m
Total maximum combined width of vehicle access points				4m or 50% of the road boundary, on any site

**TRN Table 3 – Design standards for minimum distances between any vehicle access point and transport corridor intersection**

	Posted speed limit of 60km/hr or less			Posted speed limit of greater than 60km/hr		
	Arterial Road	Collector Road	Local Road	Arterial Road	Collector Road	Local Road
All RESZ - Residential Zones	15m	9m	9m	15m	9m	9m

MPZ - Māori Purpose, RURZ - Rural and FUZ - Future Urban Zones	30m	30m	30m	50m	50m	50m
OSRZ - Open Space and Recreation Zones	50m	30m	30m	50m	30m	9m
AIRPZ - Airport and PORTZ - Port Zone	50m	30m	30m	50m	30m	9m
CMUZ - Commercial and Mixed Use, HOSZ - Hospital, STADZ - Stadium and all INZ - Industrial Zones	50m	30m	30m	50m	30m	9m

**TRN S1** – All new vehicle access points shall be located a minimum of 30m from a railway level crossing. The 30m is measured from the closest rail track to the edge of the seal on the proposed vehicle access point. All new vehicle access points that intersect a railway require the approval of Kiwirail.

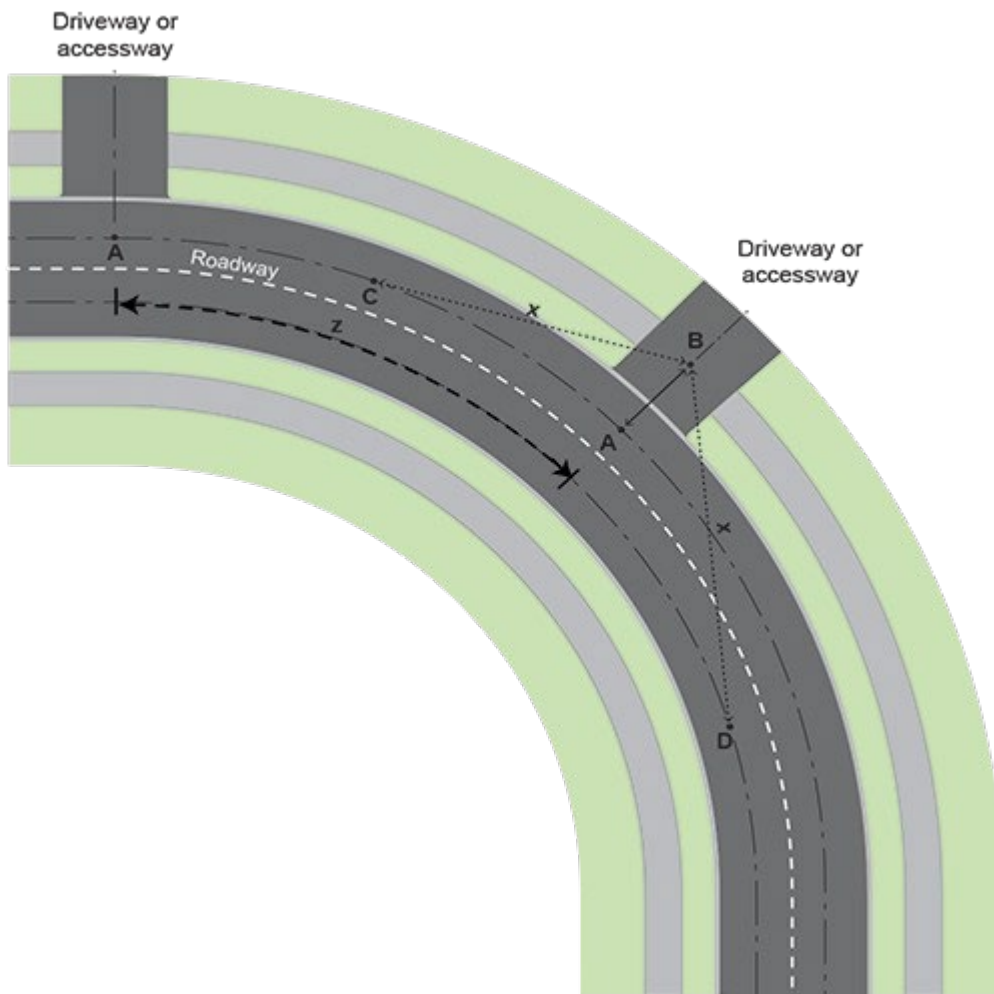
**TRN S2** Access areas must accommodate the 85<sup>th</sup> percentile car tracking curves in **TRN** Figure 4. The required driveway must not include any space used for on-site queue, tracking curve, manoeuvring, loading space, standing space, bicycle parking space, or vehicle access point.

**TRN S3** – Requirements for driveways:

For all zones the minimum driveway width is 3m, and maximum gradient is 1:5.

For all zones, where the driveway is longer than 50m, passing bays must be provided at no more than 50m intervals. Turning areas must be provided when the driveway length is 50m or longer.

**TRN** Figure 1 – Sight line calculations for **TRN** Table 1 and **TRN** Table 2



Sight lines shall be from driver's eye height to drivers eye height (1.15m) above ground level.

Point A: Intersection of lane centreline and driveway centreline.

Point B: Position of centreline of driveway where sight distance is measured (note - this is measured From the edge lane line and where there is no edge lane line, from the edge of seal).

Point C and D: Position on centreline of lane where sight distance is measured.

**TRN S4** – Where accessibility parking spaces are provided they must be located on a level surface; clearly marked, designed and constructed in accordance with NZS 4121: 2001 Design for Access and Mobility – Buildings and Associated Facilities

**TRN** Table 4 – Minimum number of on-site accessibility parking spaces

Total number of <u>vehicle</u> spaces provided	Number of accessibility parking spaces (inclusive of total)
Less than 20	1
Between 21 and 50	2
In excess of 50	2 plus 1 additional accessibility space per 50 vehicles spaces thereafter

**TRN S5** – Where bicycle parking spaces are provided the space must enable bicycles to be securely attached to an immovable object and located so as not to impede pedestrian movement.

**TRN Table 5 – Minimum number of on-site bicycle parking spaces**

Total number of <u>vehicle</u> spaces provided	Number of bicycle parking spaces
Less than 10	1
Between 10 and 20	2
In excess of 20	2 plus 1 additional accessibility space per 10 vehicles spaces thereafter

**TRN S6 – Residential developments in Moana and Iveagh Bay must provide the equivalent of three car-parking spaces on-site for trailer / boat storage.**

**TRN S7 – Dimensions for on-site vehicle parking spaces including manoeuvring dimensions.**

- a. Parking space and area for vehicles must not include any space for on-site queue, tracking curve, manoeuvring, loading space, standing space, bicycle parking space, or vehicle access point.
- b. Must meet the requirements specified for on-site dimensions for car parking areas and circulating routes for vehicles of dimensions less than service vehicles shown in **TRN Figure 2**, and
  - For vehicles of dimensions equal or greater than a service vehicle:
    - The two-way aisle width for parallel parking bays must be at least 3m wider than for one-way aisle.
    - The two-way aisle width for parking bays at 90 degrees must be at least 5.5m.
  - Where a parking space is located at the end of a blind aisle, an additional 1m clearance must be provided.
  - Where any parking space has a side directly next to a wall, support column or other obstacles, an additional 300mm width must be provided

**TRN S8 – Where loading spaces and or standing spaces are provided they must be designed to accommodate a 90th percentile two-axle truck in accordance with **TRN Figure 3**, and where articulated trucks and trailer, or buses are to be used, the loading space(s) must be designed to accommodate these vehicles. Every vehicle space must be of a useable shape and comply with the following dimensions:**

- Minimum width of 3.5m if adjacent to a kerb or 4.5m when adjacent to a wall; minimum depth 8m, minimum height of 4.5m above ground / floor level.
- The loading space must not include any space for on-site queue, tracking curve, manoeuvring, standing space, bicycle parking space, or vehicle access point.
- The standing space must not include any space for on-site queue, tracking curve, manoeuvring, loading space, bicycle parking space, or vehicle access point.

**TRN S9 - On-site queuing spaces must be provided when six or more parking, loading, and / or standing spaces combined are provided on-site. On-site queuing lengths, measured from the commencement of the driveway to the site boundary, must comply with the following: 6m into the site if the largest vehicle to visit the site is a car, or 8m into the site if the largest vehicle to visit the site is a service vehicle; or when the largest vehicle to visit the site is greater than a service vehicle, then this vehicle must be able to be accommodated within the site.**

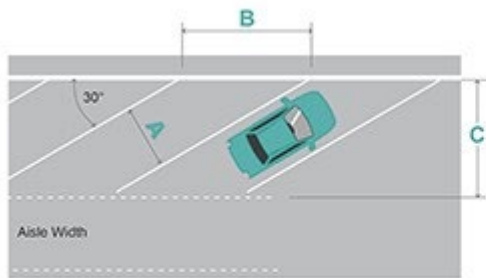
**TRN S10 – Minimum onsite manoeuvring space provision - On-site manoeuvring space must be provided where a single vehicle access point services four or more parking spaces; or access to a site is obtained from a state highway, arterial road or collector road.**

**TRN S11 – Minimum onsite manoeuvring space design -The manoeuvring space must not include any space for on-site parking, queuing, loading, or standing space, or vehicle access point and must meet the requirements for the relevant tracking curve in **TRN Figure 2**.**

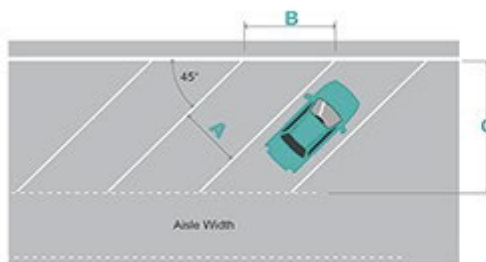
This standard does not apply where the site has direct vehicle access to a service lane, right of way or

driveway which be utilised instead of the required manoeuvring space.

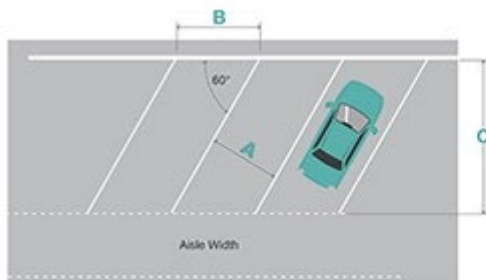
**TRN** – Figure 2 – On-site car parking space dimensions



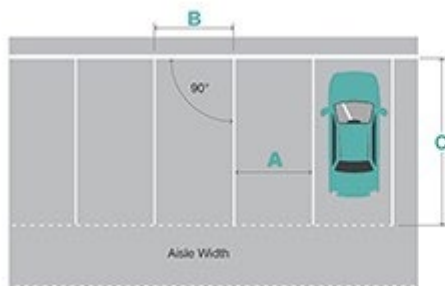
Parking Bays at 30°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
4	3.5	6.4	4.4	4.1	5.5	2.9



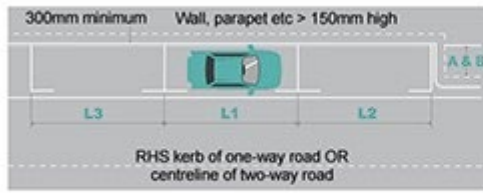
Parking Bays at 45°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
4	3.6	5.1	5.2	4.8	6.1	3.3



Parking Bays at 60°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.4	2.8	5.7	5.1	5.9	4.9
2	2.5	2.9	5.7	5.1	6.0	4.6
3	2.6	3.0	5.7	5.1	6.0	4.3
4	3.6	4.2	5.7	5.1	6.3	4.0

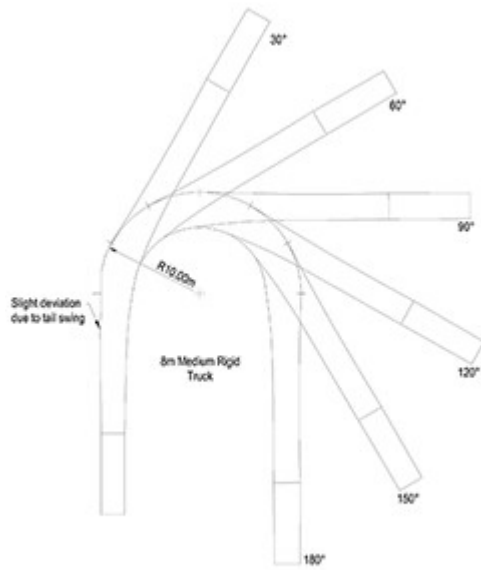


Parking Bays at 90°						
User Class	A	B	C1	C2	C3	Aisle Width
1	2.4	2.4	5.4	4.8	5.4	6.2
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	5.1	5.4	5.4
4	3.6	3.6	5.4	4.8	5.4	5.0



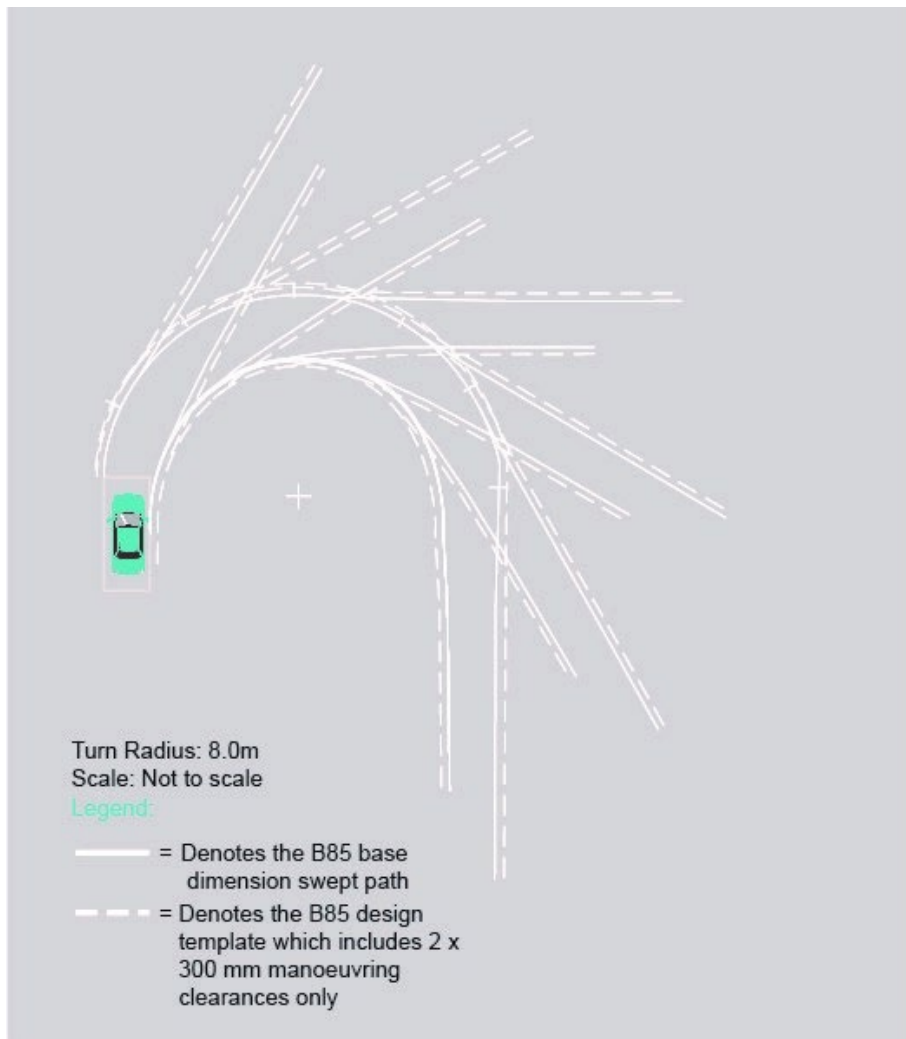
User Class	Parallel Parking Bays					Aisle Width
	A	B	L1	L2	L3	
1, 2, 3	2.1	2.1				
4	3.6	3.6				
All			6.3	6.6	5.4	3.0
All			6.1	6.4	5.4	3.3
All			5.9	6.2	5.4	3.6

**TRN** - Figure 3 - Tracking path for a 90th percentile two axle truck



**TRN** - Figure 4 - Minimum tracking path for the 85th percentile car





Note:

With the exception of 90 degree car parks, aisle width dimensions are for manoeuvring into and out of car parks with one-way aisles.

User Class is identified as:

- for all day parking, such as tenant, employee and commuter parking;
- for medium-term parking, such as town centre parking, sports and entertainment centres, motels, airport visitors;
- for short-term parking, such as short-term town centre parking, shopping parking, hospitals, and the drop-off of children;
- accessible parking for people with disabilities.

Dimension C is selected as follows:

- C1: where parking is to a wall or high kerb not allowing any overhang;
- C2: where parking is to a low kerb which allows 600mm overhang;
- C3: where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern.

Dimension L is selected as follows:

- L1: space length for consecutive parallel parking spaces;
- L2: space length for obstructed end spaces;
- L3: space length for unobstructed end spaces.

**TRN S12 – Requirements for on-site vehicle parking, loading and standing spaces – construction and formation**

All RURZ - Rural Zones and FUZ - Future Urban Zone	For sites with four or more vehicle parking / loading / standing spaces, the surface must be formed, sealed, marked and drained to an all-weather standard, with a maximum gradient of 1:20.
All RESZ - Residential Zones and MPZ - Māori Purpose Zone	For sites with four or more vehicle parking / loading / standing spaces, the surface must be metalled, marked and drained to an all-weather standard, with a maximum gradient of 1:20.
All CMUZ - Commercial and Mixed Use, INZ - Industrial, OSRZ - Open Space and Recreation, AIRPZ - Airport, HOSZ - Hospital, STADZ - Stadium and PORTZ - Port Zones	For sites with less than four on-site vehicle parking / loading / standing spaces the surface must be formed, with a maximum gradient of 1:20; and the area over which vehicles obtain access to the parking area is sealed from the vehicle access point to 5m into the site; or if adjacent to a residential zone, the area must be formed, sealed, marked and drained.
All zones	If the spaces are sealed, stormwater from the sealed surface must not be discharged causing erosion to other sites or accesses.

Note. Marking does not require all lines to be shown. However, it should be clear to the user of the parking area where the edge of each space is.

**TRN S13 – Requirement for rights of way – construction and formation**

All RESZ - Residential Zones, MPZ - Māori Purpose Zone, All RURZ - Rural Zones and FUZ - Future Urban Zone	The minimum road width is 3.5m one to nine dwellings, 5.5m for ten or more dwellings.
All CMUZ - Commercial and Mixed Use Zones	The minimum road width is 3m for 2 allotments, 4.5m for 3 or more allotments.
All INZ - Industrial, OSRZ - Open Space and Recreation Zones, HOSZ - Hospital, AIRPZ - Airport, STADZ - Stadium and PORTZ - Port zone	The minimum road width is 7m for 2 allotments, 10m for 3 or more allotments.
All zones	Stormwater from the right of way must not be discharged causing erosion to other sites or accesses. When a right of way services 3 or more allotments, one passing bay for every 50m of length shall be provided. Maximum gradient for right of way 1:5

**TRN Table 6 – High Trip Generating Activities**

Activity	Qualifier
Childcare including preschool, kindergarten and	25 children

play centre	
Education – Schools	30 students
Education – Tertiary	150 FTE students
Industrial	5,000m2 Gross Floor Area
Mining and Quarrying	>30 heavy vehicle movements per day
Warehousing and distribution	6,500m2 Gross Floor Area
Healthcare	300m2 Gross Floor Area
Office	2,000m2 Gross Floor Area
Residential	20 residential sites / units
Retail – Shops and supermarkets	250m2 Gross Floor Area
Retail – Large Format and Bulk Goods	500m2 Gross Floor Area
Service Stations	2 filling pumps
Mixed use or other activities not otherwise listed in this Table	60 vehicle movements per day

**TRN S14 – High Trip Generating Activities Transport Assessment requirements**

1. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network.
2. Whether the design and layout of the proposed activity maximises opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.
3. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity.
4. Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250 ~~hvm/d~~ heavy vehicle movements per day.
5. Whether the transport assessment has been prepared by a suitably qualified and experienced transport specialist and has been approved by the relevant District Council.

## Subsequent Recommended Amendments to Definitions - Ngā Tautuhinga

Term	Definition
CRITICAL INFRASTRUCTURE	<del>means the rail network, state highways, special purpose roads, airports, wastewater, reticulated water and stormwater plants, defence facilities, telecommunications networks and electricity generation, transmission and distribution assets.</del>
INFRASTRUCTURE	has the same meaning as in section 2 of the RMA (as set out below) means <ol style="list-style-type: none"> <li>a. pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel or geothermal energy;</li> </ol>

	<ul style="list-style-type: none"> <li>b. a network for the purpose of telecommunication as defined in section 5 of the Telecommunications Act 2001;</li> <li>c. a network for the purpose of radiocommunication as defined in Section 2(1) of the Radiocommunications Act 1989;</li> <li>d. facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding lines and support structures if a person- <ul style="list-style-type: none"> <li>i. uses them in connection with the generation of electricity for the person's use; and</li> <li>ii. does not use them to generate any electricity for supply to any other person;</li> </ul> </li> <li>e. a water supply distribution system, including a system for irrigation;</li> <li>f. a drainage or sewerage system;</li> <li>g. structures for transport on land by cycleways, rail, roads, walkways, or any other means;</li> <li>h. facilities for the loading or unloading of cargo or passengers transported on land by any means;</li> <li>i. an airport as defined in section 2 of the Airport Authorities Act 1966;</li> <li>j. a navigation installation as defined in section 2 (1) of the Port Companies Act 1988;</li> <li>k. anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in section 166.</li> </ul> <p><b>Note:</b></p> <p><b>Electricity activities are addressed in the Energy Activities Chapter of the Plan.</b></p>
<p><u>REGIONALLY SIGNIFICANT INFRASTRUCTURE</u></p>	<p><u>means:</u></p> <ul style="list-style-type: none"> <li>a. <u>The National Grid (as defined by the Electricity Industry Act 2010);</u></li> <li>b. <u>Other electricity distribution and transmission networks defined as the system of transmission lines, sub transmission and distribution feeders and all associated substations and other works to convey electricity;</u></li> <li>c. <u>Facilities for the generation of more than 1 MW of electricity and its supporting infrastructure where the electricity generated is supplied to the electricity distribution and transmission networks;</u></li> <li>d. <u>Pipelines and gas facilities used for the transmission and</u></li> </ul>

	<p><u>distribution of natural and manufactured gas;</u></p> <p>e. <u>The State Highway network, and road networks classified in the One Network Road Classification Sub-category as strategic;</u></p> <p>f. <u>The regional rail networks;</u></p> <p>g. <u>The Westport, Greymouth, and Hokitika airports;</u></p> <p>h. <u>The Regional Council seawalls, stopbanks and erosion protection works;</u></p> <p>i. <u>Telecommunications network and facilities and radio communications facilities;</u></p> <p>j. <u>Public or community sewage treatment plants and associated reticulation and disposal systems;</u></p> <p>k. <u>Public water supply intakes, treatment plants and distribution systems;</u></p> <p>l. <u>Public or community drainage systems, including stormwater systems;</u></p> <p>m. <u>The ports of Westport, Greymouth and Jackson Bay; and</u></p> <p>n. <u>Public or community solid waste storage and disposal facilities; and;</u></p> <p>o. <u>Special Purpose Roads as identified on the planning maps.</u></p>
ENERGY	<p>means the use of land, buildings and structures for the purpose of energy investigation, generation, transmission and distribution. This includes all types of renewable electricity generation:-</p> <ul style="list-style-type: none"> <li>• <del>Renewable electricity generation activities;</del></li> <li>• <del>Energy investigation, generation, transmission and distribution; and</del></li> <li>• <del>Non-renewable electricity generation activities.</del></li> </ul>
<u>LAND TRANSPORT CORRIDOR</u>	<p><u>means a defined spatial area that will contain either:</u></p> <p>a. <u>a road; or</u></p> <p>b. <u>railway line (as defined in section 4 of the Railways Act) is constructed, along with any adjacent land that is held or used in connection with operating a railway on that railway line.</u></p>
<u>LAND TRANSPORT INFRASTRUCTURE</u>	<p><u>means any infrastructure, building, equipment or devices that support the movement of people and goods by land, including:</u></p> <p>a. <u>Cycle facilities including cycleways, cycle parking, cycle hire stations and cycle maintenance stands;</u></p> <p>b. <u>Pedestrian facilities and accessways, including footpaths, footways and foot bridges;</u></p> <p>c. <u>Railway tracks, bridges, tunnels, signalling, access tracks, retaining walls and facilities;</u></p> <p>d. <u>Roads including carriageways, pavements, bridges, tunnels, retaining walls, underpasses, overpasses, verge and berms;</u></p> <p>e. <u>Lighting, signals, signs and control structures and devices associated with intelligent transport systems including vehicle</u></p>

	<p><u>detection systems (electronic vehicle identification and infra-red vehicle occupancy counters), incident detection, emergency telephones, cables and ducting;</u></p> <p>f. <u>Safety devices including hand rails, bollards, cameras, road markings, rumble strips, barriers, fences, speed tables and speed cushions and traffic separators;</u></p> <p>g. <u>Other traffic control devices including traffic islands, level crossings, pedestrian crossings, roundabouts and intersection controls, traffic and cycle. monitoring devices</u></p> <p>h. <u>Parking control devices;</u></p> <p>i. <u>Site access including vehicle crossings;</u></p> <p>j. <u>Street and rail furniture, artworks, passenger shelters and ticketing and tolling facilities;</u></p> <p>k. <u>Ancillary equipment and structures associated with public transport systems including seats, shelters, real time information systems and ticketing facilities, bicycle storage and cabinets; and</u></p> <p>l. <u>Stormwater management facilities, ventilation structures, drainage devices and erosion control devices.</u></p>
<u>LARGE SCALE DISTRIBUTED ELECTRICITY GENERATION</u>	<p>means, when applied to provisions in the Energy Chapter, electricity generation activities utilising renewable energy sources with a capacity of greater than <del>100kW</del> <b>20kW</b> <del>Local Small</del> <b>and Community Scale Electricity Generation Activities</b> for the purposes of exporting electricity directly into the distribution network or National Grid. It includes all ancillary components and activities such as lines, poles, structures, substations, climate / environmental monitoring equipment, earthworks, roading, maintenance buildings, temporary concrete batching plants, internal transmission and fibre networks, and site rehabilitation works.</p>
NATIONAL GRID	<p><del>means the assets used or owned by Transpower NZ Limited</del></p> <p><u>has the same meaning as given in the National Policy Statement on Electricity Transmission (2008).</u></p>
NATIONAL GRID SUBDIVISION CORRIDOR	<p>means the area measured either side of the centreline of above ground National Grid transmission <del>and distribution</del> lines as follows (and illustrated in green below):</p> <ol style="list-style-type: none"> <li>14m for 66kV or 110kV transmission lines on single poles;</li> <li>16m for 110kV transmission lines on pi poles; and</li> <li>32m for 110kV transmission lines on towers (including tubular steel towers where these replace steel lattice towers).</li> </ol> <p><b><u>The measurement of setback distances from the National Grid transmission lines must be undertaken from the centre line of the National Grid transmission line. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span.</u></b></p>
NATIONAL GRID YARD	<p>means as illustrated in red below:</p> <ol style="list-style-type: none"> <li>the area located 10m either side of the centreline of an overhead 66kV or 110kV National Grid transmission line on single poles;</li> </ol>

	<p>b. the area located 12m in any direction from the outer <u>visible</u> edge of a support structure for an overhead 66kV or 110kV National Grid transmission line; and</p> <p>c. the area located 12m either side of the centreline of any 66kV or 110kV overhead National Grid transmission line on pi poles or towers (including tubular steel towers where these replace steel lattice towers).</p> <p>The measurement of setback distances from the National Grid transmission lines must be undertaken from the centre line of the National Grid transmission line and the outer visible edge of any support structure. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span.</p>
<u>NETWORK UTILITY</u>	<u>means a project, work, system or structure that is a network utility operation undertaken by a network utility operator.</u>
<u>NON-RENEWABLE ELECTRICITY GENERATION ACTIVITY</u>	<u>means the construction, operation and maintenance of structures associated with electricity generation from non-renewable energy sources.</u>
RENEWABLE ELECTRICITY GENERATION ACTIVITIES	means the construction, operation, maintenance and upgrading of structures associated with renewable electricity generation. This includes <u>along with large scale activities</u> , small and community-scale distributed renewable electricity generation activities and the system of electricity conveyance required to convey electricity to the distribution network and/or the national grid and electricity storage technologies associated with renewable electricity. It includes all ancillary components and activities such as substations, climate/environmental monitoring equipment, <u>earthworks, vegetation clearance</u> , roading, maintenance buildings, temporary concrete batching plants, internal transmission and fibre networks, and site rehabilitation works.
<u>SMALL AND COMMUNITY SCALE</u>	<p><del>means, in relation to energy, renewable electricity generation activities at a capacity of no greater than 20kW for the purpose of using or generating electricity on a particular site, or exporting from a site.</del></p> <p><b><u>means renewable electricity generation activities at a capacity of no greater than 20kW for the purpose of using electricity on a particular site, or supplying an immediate community, or connecting into the distribution network.</u></b></p> <p><b><u>means renewable electricity generation for the purpose of using electricity on a particular site, or supplying an immediate community, or connecting into the distribution network.</u></b></p>
SUBSTATION (ZONE)	means the ground-mounted equipment used to convert sub-transmission voltage (33kV and higher) to distribution voltages (22 or 11kV), and this equipment is generally enclosed in a fenced yard.
TRANSMISSION LINE	<p>means:</p> <p><del>the facilities and structures used for, or associated with, the overhead or underground transmission of electricity in the national grid and:</del></p> <p><del>-includes transmission line support structures, telecommunication</del></p>

	<p><del>cables, and telecommunication devices to which paragraph a) applies; but</del></p> <p><del>does not include an electricity substation.</del></p> <p><u>has the same meaning as provided in the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009.</u></p>
<p><u>TELECOMMUNICATIONS KIOSK</u></p>	<p><u>means any structure intended for public use to facilitate telecommunications and includes boxes or booths for telephone, video or internet services.</u></p>
<p>UPGRADING <u>/UPGRADE</u></p>	<p>means in relation infrastructure and renewable electricity generation activities, the improvement or increase in carrying capacity, operational efficiency, security or safety of existing infrastructure and renewable electricity generation activities, but excludes maintenance and repair. <b><u>(Upgrade has the same meaning)</u></b></p>



# Funding assistance rates (FAR) review

## Special Purpose Roads History



## WHAT ARE SPECIAL PURPOSE ROADS?

“Special purpose roads” are a group of local roads and other carriageways that for a number of years received very high funding assistance rates.

Some special purpose roads are local roads that currently receive a higher funding assistance rate than the other local roads managed by the same territorial authority. Other special purpose roads are not public highways at all but carriageways within either the Department of Conservation estate or Waitangi National Trust land that are available for use by the public and eligible to receive funding from the National Land Transport Fund.

Maps of the current special purpose roads are attached at the back of this document.

## THE HISTORY OF SPECIAL PURPOSE ROADS

### 1956 TO 1981 - SUBSIDISED HIGHWAYS

#### The First Subsidised Highways

In October 1956<sup>1</sup>, the then National Roads Board was given a power to declare certain “carriageways” to be “subsidised highways”. Once a carriageway was declared a subsidised highway the National Roads Board could legally contribute towards the costs of the construction, maintenance or control of the carriageway if it chose to do so. The Board had complete discretion as to what contribution it decided to make to any of those costs.

In order for the Board to declare a carriageway to be a subsidised highway:

- The carriageway had to be under the control of a local authority or public body; and
- The Board had to form the opinion that the carriageway would be, “regularly or continuously for any period”, available for public use.

Therefore, a carriageway could be declared a subsidised highway even if, legally, it was not a road.

If a carriageway was declared a subsidised highway, the local authority or other public body who had control of it became the road controlling authority for that carriageway.

It appears that only two carriageways were declared to be subsidised highways prior to 1960 – the northern approach to the Auckland Harbour Bridge and the Shelly Beach Flyover (i.e. the southern approach to the Bridge). Both of these sections of carriageway are now State highways.

### 1960 - CHANGES TO SUBSIDISED HIGHWAYS

In April 1960, the power to declare subsidised highways was amended so that<sup>2</sup>:

- Subsidised highways could also include any carriageway that was under the control of the Crown.
- The National Roads Board could only contribute towards maintenance or construction costs.
- The Board could contribute towards such costs as if the carriageway were a normal local road
- The body in control of the carriageway was deemed to have all the same powers that local authorities had in relation to local roads.

A handful of subsidised highways were declared between 1960 and 1981 – most of these are now State highways. In 1966 (i.e. prior to the Tongariro Power Scheme being commissioned in 1973), two Tongariro Power Scheme Access Roads were declared subsidised highways.

The only carriageway made a subsidised highway prior to 1981 that is still a special purpose road is part of the main carriageway running through the Waitangi National Trust land. This carriageway appears to have previously been part of a Government road. Part of that Government road was made into a local road and part of it (located within Trust lands) was retained as private carriageway.

The reason for this was that it was considered appropriate for the Waitangi National Trust to retain control of this section of the existing carriageway (rather than have it made into a local road). It was considered to be in the national interest for the Waitangi National Trust to be eligible for grants from the National Roads Board for maintenance of the carriageway.<sup>3</sup> A section of the carriageway providing access to and through the Waitangi National Trust land was declared a subsidised highway on 17 February 1969.<sup>4</sup> Part of that carriageway is local road and part of it is private carriageway owned by the Trust Board.

### Mid 1960s – National Roads Board funding for access roads within the Urewera National Park

In the mid 1960s the Urewera National Park was managed by the Urewera National Park Board. In 1966 the National Roads Board agreed to provide financial assistance to bring five access roads within the Park up to suitable standards and provide for their future maintenance. Financial assistance was provided because the roads were used by thousands of visitors every year and it was considered to be beyond the normal functions of a National Park Board to maintain them to the necessary standard.<sup>5</sup> Further, as at that time the access roads branched off a State highway, and the relevant County Council did not have any other roads in the vicinity, it was considered to be impracticable for the Council to maintain them.<sup>6</sup>

In the 1966/7 financial year £4,000 of National Roads Board funding was made available for improvements to the access roads. By 1974 the National Roads Board had been providing \$1500 a year towards the cost of maintenance of the access roads for a number of years.<sup>7</sup>

### 1981 TO 2003 – SPECIAL PURPOSE ROADS

In January 1981, the name “subsidised highway” was replaced with the term “special purpose road”.<sup>8</sup> The reason for this was that over time the National Roads Board had made decisions giving higher funding assistance rates to a variety of roads that were not subsidised roads – mainly roads within National Parks. At the February 1980 Board meeting, the National Roads Board resolved that:<sup>9</sup>

- It would be best to group these roads together with subsidised highways in one group called “special purpose roads” on the basis that any works on those roads were all considered to involve factors of national significance/be related to the national interest.
- It would request an appropriate statutory amendment to achieve this.

### 1981 to 1989 - The National Roads Board Special Purpose Road Era

Between 1981 and 1989, the National Roads Board created around 20 special purpose roads.

A Submission (i.e. Board Paper) written for the National Roads Board in 1988 explained:<sup>10</sup>

“In effect the special purpose road category is used to provide funding for roads that are significant in the national interest but for which State highway status is not appropriate and for which there is no local authority rating base.”

The Submission contrasted this with roads within National Parks that were State highways and noted that these State highways either:

- Provided access to what were at the time Government owned hotels – e.g. SH48 to the Chateau at Mt Ruapehu, or
- Had a primary purpose as a through route rather than park access.

The Submission also noted that, previously, the National Roads Board had given special assistance to roads in similar situations that were regionally significant – the main examples being the Waitakere Scenic Drive in Auckland and the Summit Road in Christchurch – but that that had been discontinued. The form of this special assistance rate had been by means of an increased subsidy rate within the local authority subsidised work programme.

The majority of the special purpose roads created in this period were access roads within a National Park or reserve. The road controlling authorities for these special purpose roads were either the Department of Lands and Survey (and later the Department of Conservation) where the carriageway was legally included within a National Park, or the territorial authority where the carriageway was not legally included within a National Park.

Exceptions to this were<sup>11</sup>:

- Totaranui Road (located in what is now Tasman District) which leads to the Abel Tasman National Park and (at the time it was made a special purpose road) ran through an undeveloped area of land.
- The Haast-Jackson Bay road in Westland,

### 1984 to 1985 - The Waitangi National Trust Board

In May 1984, due to there being some confusion about which carriageways within the Waitangi National Trust land were special purpose roads, the National Roads Board sent an investigating team up to the Trust land (accompanied by representatives of the then Bay of Islands County Council and the District Commissioner of Works). On 20 February 1985, the National Roads Board resolved to:

- Re-Gazette (as a special purpose road) the existing subsidised highway from the southern abutment of the Waitangi River Bridge to the junction of the carriageway with the legalised public road at Hobson Hill,
- Declare the carriageway of the loop road providing access to the Treaty House and the visitors carpark (but not the central carparking area) a special purpose road,
- Declare the spur road to the west of the main through road providing access to the boat ramp, riverbank frontage, golf club and staff hostel and workshop a special purpose road as far as the near boundary of the staff hostel.

Driveways leading to the hotel on the Trust land, the paved area surrounding the hotel, bars and motels, and the short section of carriageway joining that area to the wharf were excluded from the decision, as were minor paths or driveways serving the bowling club or other buildings or areas.

The criteria that were applied in making this decision were that the Board declared carriageways within Trust land special purpose roads if they were available for the use and convenience of the public and excluded carriageways that were primarily there to facilitate the Trust’s operations.

The main carriageway (including the section containing the Waitangi River Bridge that was local road), the access road to the staff hostel, the carpark loop road and the Hobson Memorial Loop Road, were all declared special purpose roads in late 1985.<sup>12</sup>

### 1989 to 2003 - the Transit New Zealand Era

From 1 October 1989, the National Roads Board was disestablished and Transit New Zealand (Transit) was created. Transit had the same power to declare carriageways to be special purpose roads as the National Roads Board previously had.<sup>13</sup>

In 1990 and 1991, Transit undertook a State highway and special purpose roads review. In 1991, Transit adopted criteria that at that time it considered a road should meet to qualify for consideration as a special purpose road.<sup>14</sup> These were that a road should:

- (a) cater for a high proportion of tourist traffic
- (b) be of a standard below that currently deemed as being adequate for consideration of State highway status
- (c) pass through an area where the rating potential of the surrounding land was significantly lower than the maintenance cost of the road.

In June 1992, 11 more special purpose roads were created:

- Some of these were former State highways in remote areas, such as the Urewera National Park, which had had their State highway status revoked, and
- Others provided access to or within the Huka Falls, the Urewera National Park, the Heaphy Track, the Routeburn or the Waikoropupu (Pupu) Springs (now in Tasman District).

In 1997, four more special purpose roads were made:

- The Rainbow Valley Road (now in Marlborough District)
- The Inland Kaikoura Road,
- What was formerly part of Waikaremoana Road in Whakatane District near the Urewera National Park, and
- Cape Palliser Road.

### 2003 - REPEAL OF THE POWER TO CREATE SPECIAL PURPOSE ROADS

In November 2003, the power to create special purpose roads was repealed.<sup>15</sup> The reason for this was that the Land Transport Management Act established a more flexible regime for the assessment of land transport activities, permitting different methods of allocation between activity classes. This flexibility was seen as making it unnecessary to have a separate statutory "special purpose roads" class.<sup>16</sup>

This flexibility was reflected in the fact that when the State highway status of the section of the former SH38 between the Minginui intersection and the eastern abutment of the bridge over the Rangitaiki River at Murupara was revoked in 1994 it was given the same funding assistance rate as the adjoining special purpose road.



## WHEN SUBSIDISED HIGHWAYS/SPECIAL PURPOSE ROADS WERE CREATED AND WHY

(Hatching indicates that the carriageway is no longer a special purpose road)

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>NZTA - AUCKLAND/NORTHLAND REGION</b>							
<b>Far North District</b>							
Waitangi National Trust main carriageway	The carriageway of all that portion of the formed road through the Waitangi National Trust between SO 44898 and SO 45007	Waitangi National Trust Board (Far North District)	Not recorded	17 February 1969 and 21 July 1969	7 August 1969, page 1478	It was considered appropriate for the Trust to have control of most of the carriageway but also to be eligible for National Roads Board contributions towards maintenance costs.	SPR
Waitangi National Trust internal roads	From the south abutment of the Waitangi River Bridge across that bridge and through the Waitangi National Trust to the junction with Onewhero Road  Those portions of side roads being: <ul style="list-style-type: none"><li>• The access road to the staff hostel</li><li>• The car park loop road</li><li>• The Hobson Memorial Loop Road</li></ul> as shown on plan 1/1035/5/3114/1	Waitangi National Trust Board and Far North District Council	2.2 km  267 m 326 m 71 m  (Total 2.864)	No date given	3 October 1985, page 4328	The roads are available for the use and convenience of the public at a nationally important site	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Far North Road	From 360m along its junction with Hapua Road at Waitiki Landing, through Te Kao, Pukenui, Waiharara, Paparore and Waipapakauri to the junction of Spains Road with SH1 at Ref. Station O at Awanui	HNO - Far North District	Not stated	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Tourist route and rural development assistance. Declared to be a subsidised highway for the purpose of assisting the County with the sealing of the route.	State highway
<b>Auckland City</b>							
The northern approach to the Auckland Harbour Bridge	From the northern end of the Auckland Harbour Bridge structure to the commencement of the Northcote Albany motorway	HNO (Auckland City)	70 chains	16 May 1957	13 June 1957, page 1172	Unknown	SH 1
Shelly Beach Flyover	From a point in the middle of Shelly Beach Road opposite the westernmost corner of Lot 1 DP 30716 to the junction of Shelly Beach Road with the Fanshawe Street approach	HNO (Auckland City)	22 chains	11 December 1958	5 February 1959, page 112	Unknown	SH 1
Auckland Harbour Bridge		HNO (Auckland City)		Unknown	Unknown	State highway through component and urban development assistance.	SH 1

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>NZTA - WAIKATO/BAY OF PLENTY REGION</b>							
<b>Taupo District</b>							
Huka Falls Road and Loop Road	From the junction of the northern access road to Huka Falls and SH1 at Route Position 606/2.93 through the northern access road to Huka Falls and the Huka Falls loop view road  No SO Plan	Taupo District Council (Taupo District)	1.5km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066  plus Corrigendum 30 July 1992, page 2615	Provides access to Huka Falls	SPR
West Taupo Road (now Western Bay Road)	From the junction with SH41 Taumaranui-Turangi at Kuratau to Tihoi	Largely HNO (Taupo District)	Not recorded	22 February 1961	2 March 1961, page 367	Unknown	Mostly SH 32
Tongariro Power Scheme Access Roads No.s 5 and 7	Between SH41 and SH47	Unknown (Taupo District)	Not recorded	16 March 1966	6 April 1966, page 609	Unknown	Unknown
<b>Taupo District and Waipa District</b>							
West Taupo Road extension	From Tihoi to the south end of Taupaki Road	Largely HNO (Taupo District and Waipa District)	Not recorded	19 May 1965	7 October 1965, page 1735	Unknown	Mostly SH32 and SH30
Kihikihi to Waipapa (now Arapuni Road, Parawera Wharepapa Road, Owairaka Valley Road, Aotearoa Road, Waipapa Road)		Part Taupo District Council and part Waipa District Council (part Taupo District and part Waipa District)		1965 and 1980	Not known	Alternative arterial route and rural development assistance. When construction work was completed, the SPR status was revoked.	Local roads
<b>Waitomo District</b>							
Hangatiki Waitomo (now Waitomo Caves Road)		HNO (Waitomo District)		Not known. Was a subsidised highway by August 1979	Not known	Tourist route and rural development assistance. Removed from the special purpose category when construction works were completed in 1981/2	SH 37

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>Whakatane District</b>							
Matahi Valley Road	From Matahi Valley School south into the Urewera National Park to the end of the road.  No SO Plan.	(Whakatane District)	15 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Provides access to Te Urewera National Park	SPR
Waikaremoana Road	From the intersection with Minginui Road to Huiarau School  No SO Plan.	Whakatane District Council (Whakatane District)	29 km	(20 June 1997)  Effective date 30 June 1997	26 June 1997, page 1513	Unknown	SPR
The former SH 38	Between Minginui intersection and the eastern abutment of the bridge over the Rangitaiki River at Murupara	Whakatane District Council (Whakatane District)		The State highway status of the relevant section of SH38 was revoked from midnight 30 June 2004 (3 June 2004)	SH revocation - 17 June 2004, page 1762	Former State highway adjoining existing SPR	Not an SPR as SH revocation post dated the LTMA coming into force but given the same funding assistance rate as the adjoining SPR
<b>NZTA - WAIKATO AND CENTRAL REGIONS</b>							
<b>Whakatane District and Wairoa District</b>							
The former SH38	From the junction of Huiarau School and Mission Road with SH38 at Ref. Station 86 at Ruatahuna through the Urewera National Park to the Aniwaniwa Station Bridge adjoining Lake Waikaremoana at Ref. Station 131 on SH38  No SO Plan	Whakatane District Council and Wairoa District Council (Partly in Whakatane District and partly in Wairoa District)	45 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Unknown	SPR



Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>Taupo District and Ruapehu District</b>							
The former SH47A - Papakai to Rangipo (now SH 46 - Lake Rotoaira Road)	From its junction with SH47 at Route Position 0/0.02 near Papakai to its junction with SH1 at Route Position 7/12.63 at Rangipo	HNO (Waikato) (Taupo District and Ruapehu District)	18 km	(15 June 1992) Effective date 30 June 1992	18 June 1992, page 2066	Was declared an SPR when the State highway status of SH47A was revoked.	SH 46
<b>NZTA - CENTRAL REGION</b>							
<b>Wairoa District</b>							
Sandy Bay and Stockade Access Road	From a point on SH38 at Onepoto 1.53km north of the Kaitawa Hydro Station turnoff to Lake Waikaremoana at Sandy Bay (approx. 1.6 km) and beyond to the site of the Constabulary Redoubt - Urewera National Park  No SO Plan	DoC and Wairoa District Council	Total length not recorded	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Home Bay Access Road	From a point on SH38 1.49 km south of Aniwaniwa to Home Bay - Urewera National Park  No SO Plan	DoC (Wairoa District)	0.45km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Hopuruahine Landing Access Road	From a point on SH38 0.57 km south of Waiotukupuna Bridge and 1.19 km south of the Cascade Falls to Lake Waikaremoana at the Hopuruahine Stream - Urewera National Park  No SO Plan	DoC (Wairoa District). Legally this may be a local road.	2.4 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Mokau Landing Access Road	From a point on SH38 1.05 km north of the Mokau Falls and Bridge to Lake Waikaremoana at the Mokau Stream  No SO Plan	DoC (Wairoa District)	1.28 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Papakorito Falls Access Road	From a point on SH38 60m south of the Aniwaniwa Stream to the Papakorito Falls - Urewera National Park  No SO Plan	DoC (Wairoa District). Legally this may be a local road.	1.6 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
Rosie Bay Access Road	From a point on SH38 2.18 km north of Onepoto to Lake Waikaremoana at Rosie Bay - Urewera National Park  No SO Plan	DoC (Wairoa District)	0.48 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
<b>New Plymouth District</b>							
Radius Line Hostel Road	From the western limit of Egmont Road as fixed by the position of Radius Line to the entrance to the North Egmont Hostel - Egmont National Park  SO Plan 9740 Taranaki Land District	New Plymouth District Council (New Plymouth District)	10 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park and gives access to the Turoa ski field	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>Stratford District</b>							
Dawson Falls Road (now part of Manaia Road)	From the northern limit of Manaia Road as fixed by the position of Radius Line to Dawson Falls Hostel – Egmont National Park  SO Plan 9740 Taranaki Land District	Stratford District Council (Stratford District)	6 km	(25 July 1983)	28 July 1983, page 2410	Unknown	SPR
East Egmont Road	From the western limit of Pembroke Road as fixed by the position of Radius Line to Jacksons Lookout – Egmont National Park  SO Plan 9740 Taranaki Land District	Stratford District Council (Stratford District)	8.3 km	(25 July 1983)	28 July 1983, page 2410	Unknown	SPR
<b>Ruapehu District</b>							
The Bruce Road	From the southern terminus of SH48 for 5.6km to the junction of the formal loop road at Iwikau Village and then along the left hand branch of the loop road for 0.75 km to a point known as The Terminus – Tongariro National Park  No SO Plan	DoC – Manawatu Wanganui (Ruapehu District)	5.6 km + 0.75 km  = 6.35 km	February 1982 (25 July 1983)	28 July 1983, page 2410	Was part of SH48 – the State highway status of the relevant section of road was revoked in 1982. Access road within a National Park	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Ohakune Mountain Road	From the intersection with Thames Street in Ohakune then north east for approx. 16.5 km - Tongariro National Park  Wellington Land District Survey Office Plans No. 25632, 25633, 25634 and 28594	Ruapehu District Council (Ruapehu District)	16.5 km	(25 July 1983)	28 July 1983, page 2410	Access road within a National Park	SPR
<b>South Wairarapa District</b>							
Cape Palliser Road	From the intersection with Lake Ferry Road to its terminus at Cape Palliser.  No SO Plan	South Wairarapa District Council (South Wairarapa District)	37.7 km	(15 September 1997)	18 September 1997, page 3101	SH Review recommendation. Due to high tourism value and high maintenance costs with minimal local rate income.	SPR
<b>Wellington City</b>							
The section of the Wellington Urban Motorway incorporating the proposed Mt Victoria Tunnel duplication (to date only pilot tunnel constructed)		Wellington City Council (Wellington City) - the pilot tunnel was not included in the 1997 notice declaring the current Mt Victoria Tunnel a State highway.		Unknown - was a subsidised highway by August 1979, was not a special purpose road by 1988.	Unknown	Arterial assistance and airport access	Not yet built. There is only a pilot tunnel
<b>Marlborough District Council</b>							
Rainbow Valley Road	From the intersection with SH63 to Six Mile Creek  No SO Plan	Marlborough District Council (Marlborough District)	16.5 km	(20 June 1997)  Effective date 30 June 1997	26 June 1997, page 1513	Ski field access road. Tourist road with no/minimal rate income.	SPR

Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>Tasman District</b>							
Totaranui Road	From the intersection with McShanes Road to the south of Wainui Inlet to the boundary of the controlled camping area at Totaranui Beach  No SO Plan	Tasman District Council (Tasman District)	11 km	(1 March 1984)	15 March 1984, page 734	Leads to the Abel Tasman National Park headquarters and camping ground. Visitor surveys identified low percentage use by locals. At the time it was made a special purpose road, it ran through an undeveloped area. Also took into account the general demands on the then Golden Bay County to upgrade its roading system and the limited financial base available to it.	SPR
Pupu Valley Road	From its junction with SH60 at Route Position 89/7.304 near Waitapu Bridge to the start of Waikoropupu Springs Road at the Waikoropupu River Bridge.  No SO Plan	Tasman District Council (Tasman District)	2 km	(23 June 1992)  Effective date 30 June 1992	25 June 1992, page 2185	Provides access to Pupu Springs	SPR
Waikoropupu Springs Road (now Pupu Springs Road)	From the Waikoropupu River Bridge near Pupu Valley Road to Waikoropupu Springs at the end of the road.  No SO Plan	Tasman District Council (Tasman District)	1.5 km	(23 June 1992)  Effective date 30 June 1992	25 June 1992, page 2185	Provides access to Pupu Springs	SPR

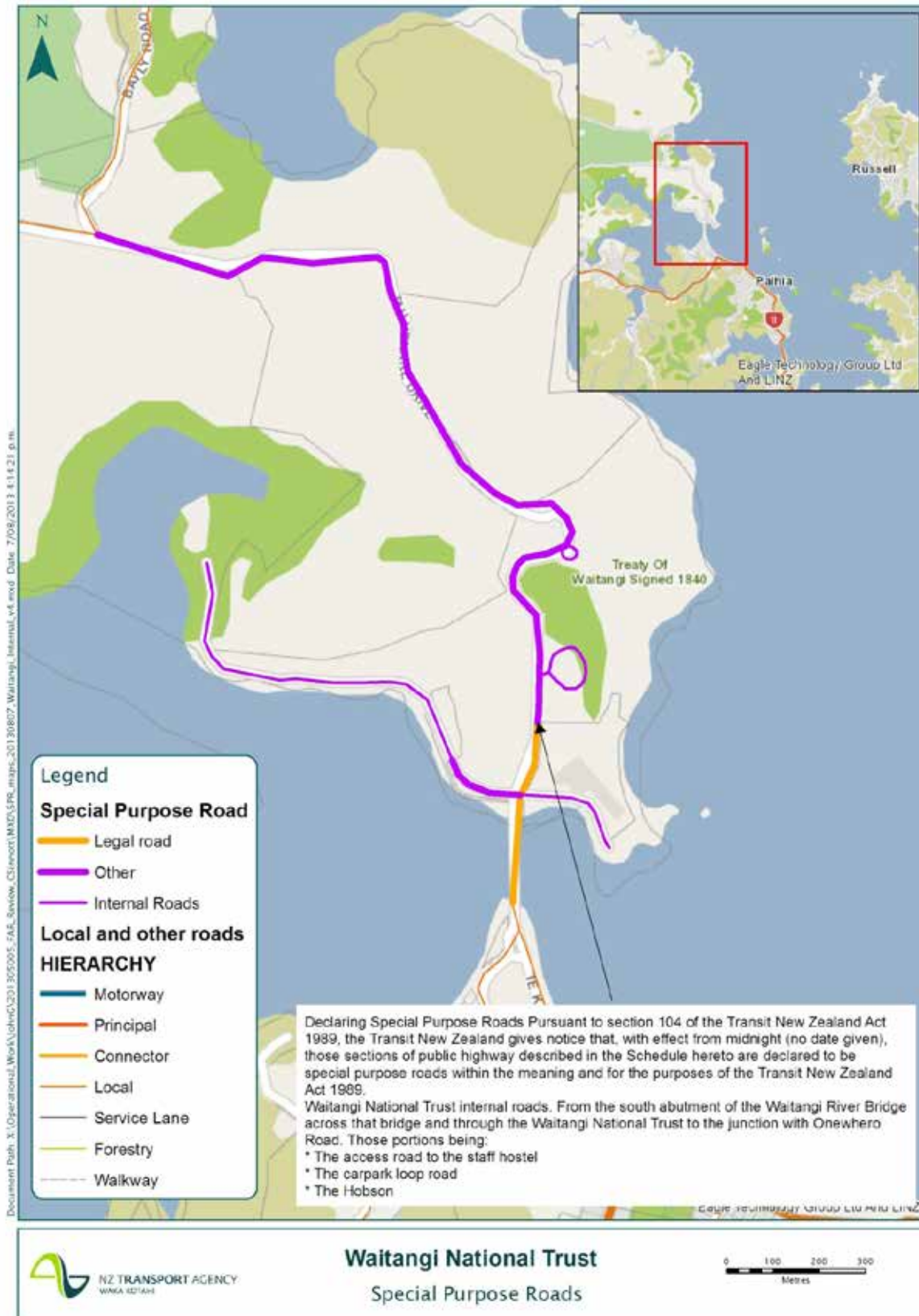
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>NZTA - SOUTHERN REGION</b>							
<b>Hurunui District Council</b>							
Inland Kaikoura Road	From the intersection with the Mt Lyford Turn-off Road to the northern abutment of the Conway River Bridge.  No SO Plan	Hurunui District Council (Hurunui District)	17.3 km	(20 June 1997)  Effective date 30 June 1997	26 June 1997, page 1513	Unknown	SPR
<b>Christchurch City</b>							
Christchurch-Lyttelton Road Tunnel	No more specific description given	HNO (Christchurch City)	Not recorded	20 July 1966	28 July 1966, page 1192	Unknown	SH 74
<b>McKenzie District</b>							
Ball Hut Road (now Tasman Valley Road)	From its junction with SH80 via the Hooker River Bridge to Huskey Flat - Aoraki/Mount Cook National Park  No SO Plan	DoC - Mt Cook (McKenzie District)	13 km	(25 July 1983)	28 July 1983, page 2410	Access road in a National Park	SPR
<b>Buller District</b>							
The former SH67 (Karamea Highway)	From the end point of SH67 at the junction of De Malmanches Road just north of the Mokihinui River Bridge at Route Position 46/5.40 to the end of the Karamea River Bridge guardrailing on the north side of the bridge.  No SO Plan	Buller District Council (Buller District)	49 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Former State highway	SPR

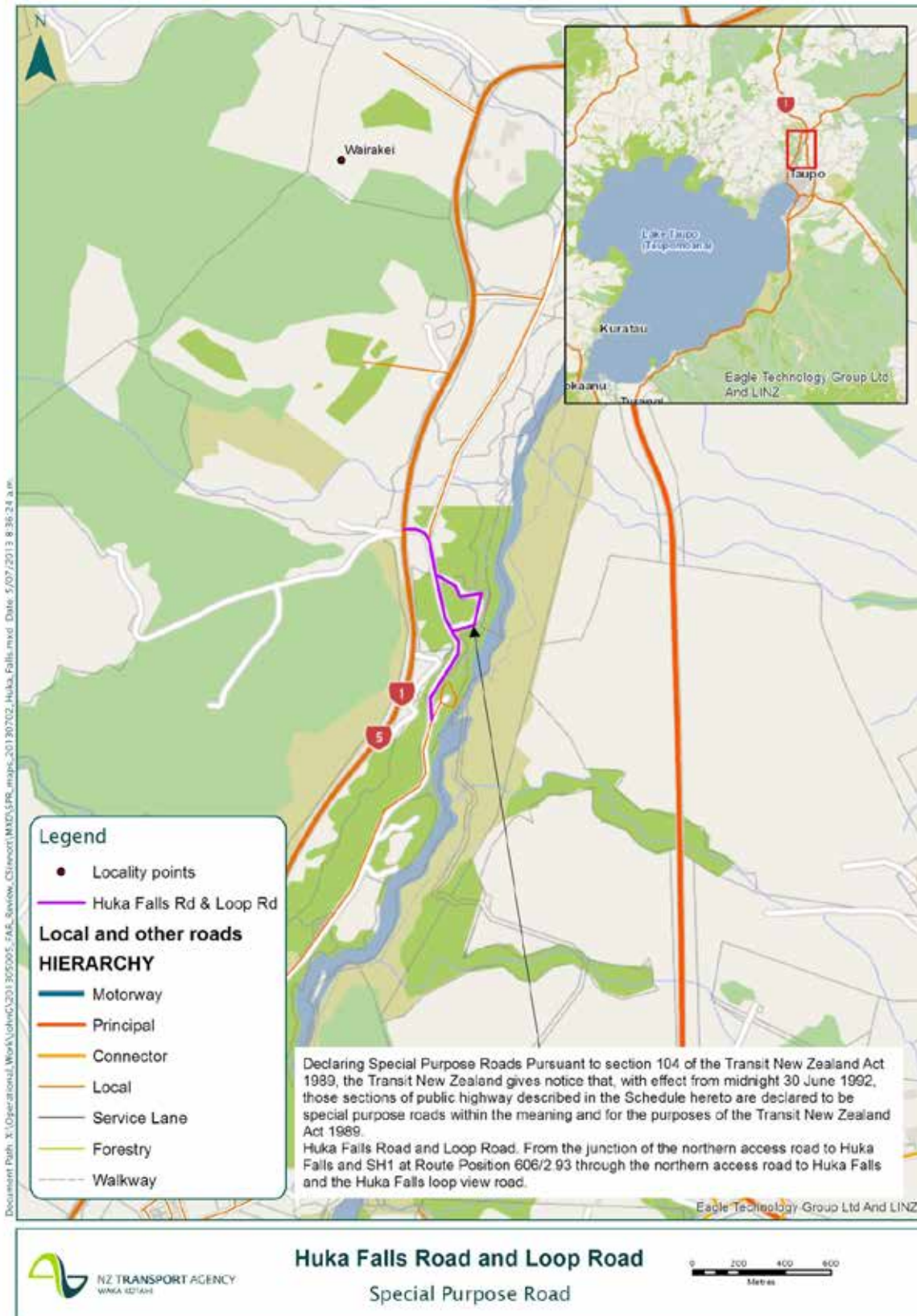
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
Karamea-Kohaihai Road	From the south side of the Oparara River Bridge north of Karamea north along the coast to Kahaihai Bluff at the start of the Heaphy Track.  No SO Plan	Buller District Council (Buller District)	12 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Provides access to the Heaphy Track	SPR
<b>Westland District</b>							
Franz Josef Glacier Access Road	From a point on SH6 at the west end of the Waiho River Bridge due south up the west bank of the Waiho River to Trident Falls - Westland National Park	DOC - Hokitika (Westland District)	4.6 km	(25 July 1983)	28 July 1983, page 2410	Access road in a National Park	SPR
Haast-Jackson Bay Road	From a point on SH6 at the west end of the Haast River Bridge to the Jackson Bay Wharf.  No SO Plan	Westland District Council (Westland District)	48.9 km	(25 July 1983)	28 July 1983, page 2410	Unknown	SPR
Fox Glacier Access Road	From its junction with SH6 due east up the north bank of the Fox River for approx. 4.6 km - Westland National Park  No SO Plan	DoC (Westland District)	4.6 km	(25 July 1983)	28 July 1983, page 2410	Access road in a National Park	SPR
Glacier View Road	From the junction with SH6 along the south side of Fox River to its terminus at a carpark/picnic area.  No SO Plan	DoC (Westland District)	3 km	(28 June 1985)	4 July 1985, page 2916	Road provided views of the Fox Glacier to large numbers of tourists and gave access to walking tracks in the Westland National Park.	SPR

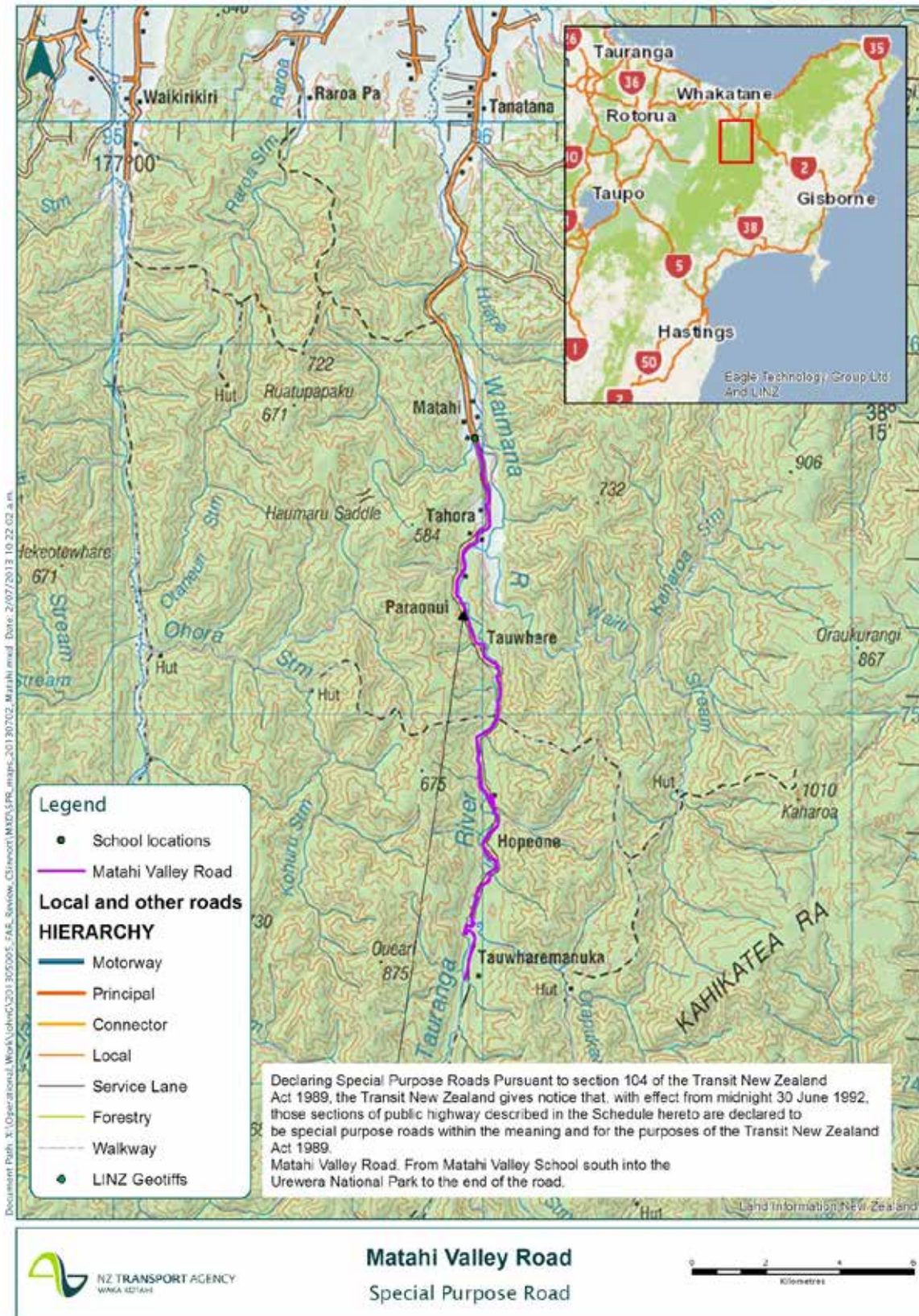
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>Queenstown Lakes District</b>							
Queenstown-Glenorchy Road	From Twelve Mile Creek on the Queenstown Glenorchy Road through Glenorchy and over the Dart River to Routeburn.  No SO Plan	Queenstown Lakes District Council (Queenstown Lakes District)	63 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Unknown	SPR
The former SH89	From the junction with Crown Terrace Road at Route Position 0/4.78 at the foot of the Crown Range to the Cardrona Hotel at Route Position 16/9.71 in the Cardrona Valley  No SO Plan	Queenstown Lakes District Council (Queenstown Lakes District)	21 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Former State highway	SPR

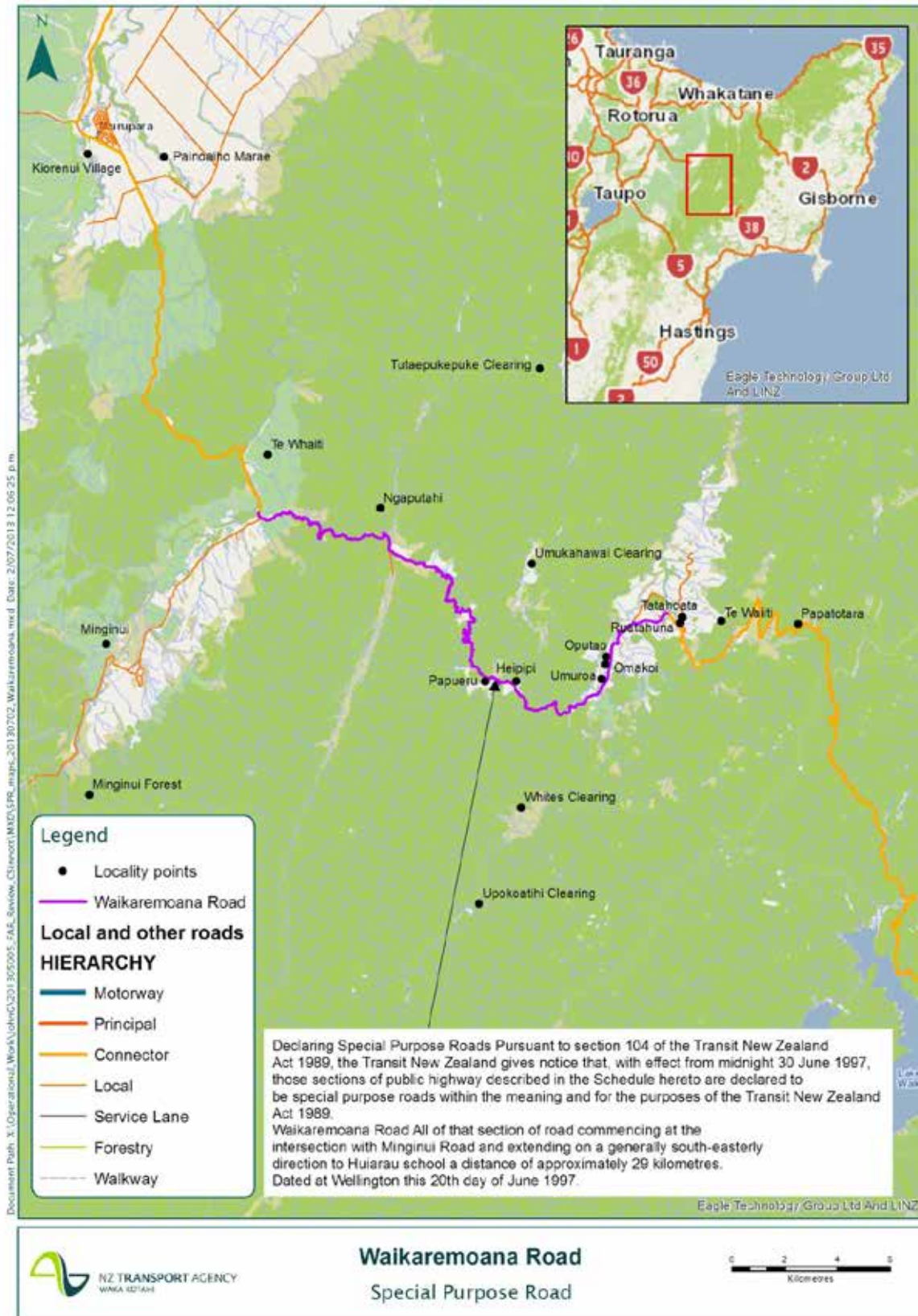


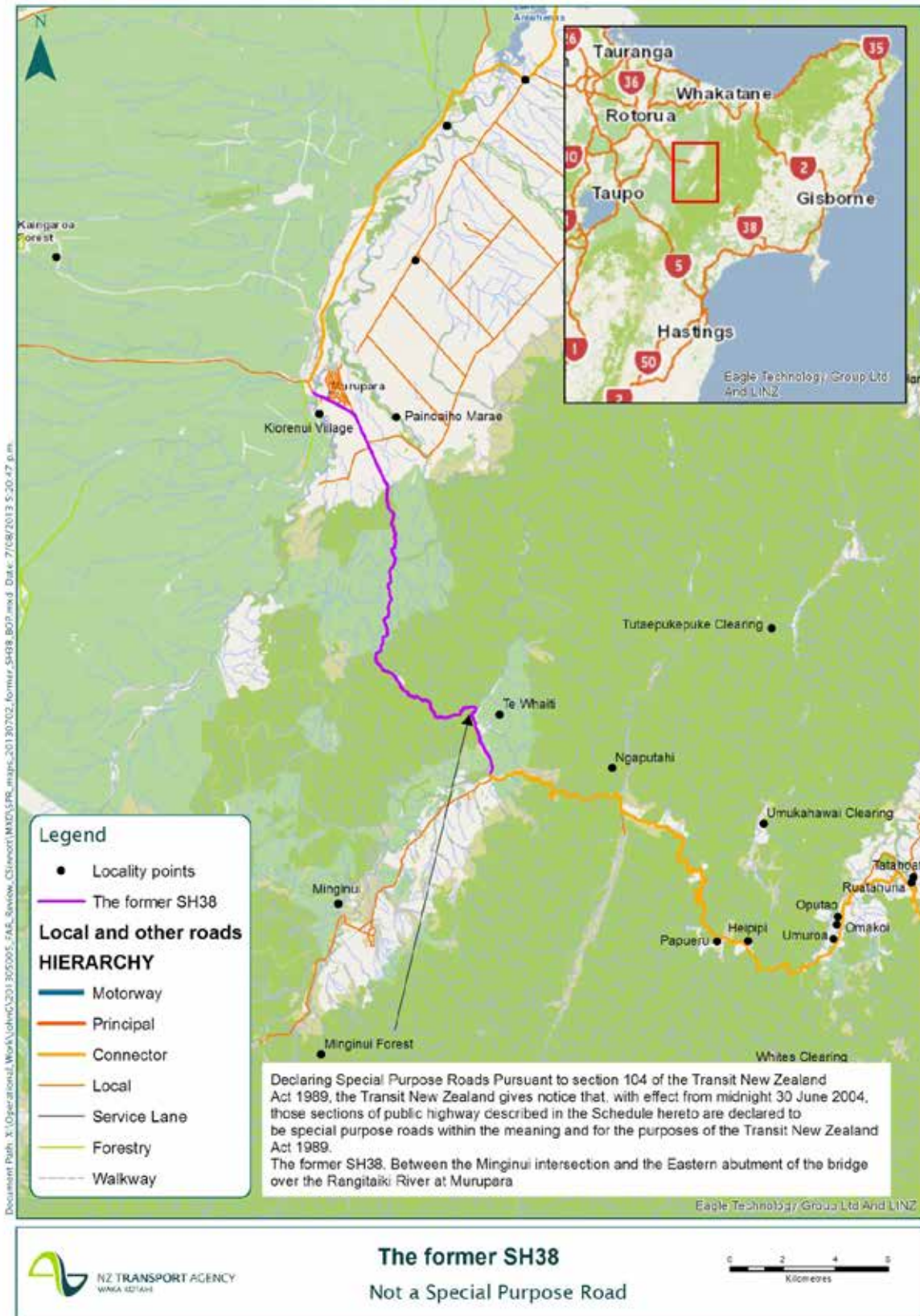
Name of road	Location	Road controlling authority (district)	Approx. length	Date of Board resolution/ (notice)	Gazette Notice reference	Reasons why declared a subsidised highway or special purpose road (if known)	Status of the carriageway now
<b>Southland District Council</b>							
Lower Hollyford Road	From the junction with SH94 along the eastern side of the Hollyford River Valley to its terminus approximately 800m beyond the Humbolt Creek - Fiordland National Park.  No SO Plan	Southland District Council (Southland District)	16.8 km	(1 March 1984)	15 March 1984, page 734	Access road in a National Park. Important tourist access into the Hollyford Valley with foot track connections to Mt Aspiring National Park, Martin's Bay and the Routeburn. There was only one ratepayer on the road. From 1965 it was already being maintained by the Ministry of Works and Development and funded from the SH 94 allocations.	SPR
<b>Part Southland District and part Clutha District</b>							
The former SH92	From the top of Gibbs Hill at Ref. Station 43 to the junction with Waikawa Road at Route Position 79/9.32 near Niagara  No SO Plan	Southland District Council and Clutha District Council (part Southland District and part Clutha District)	45 km	(15 June 1992)  Effective date 30 June 1992	18 June 1992, page 2066	Former State highway	SPR

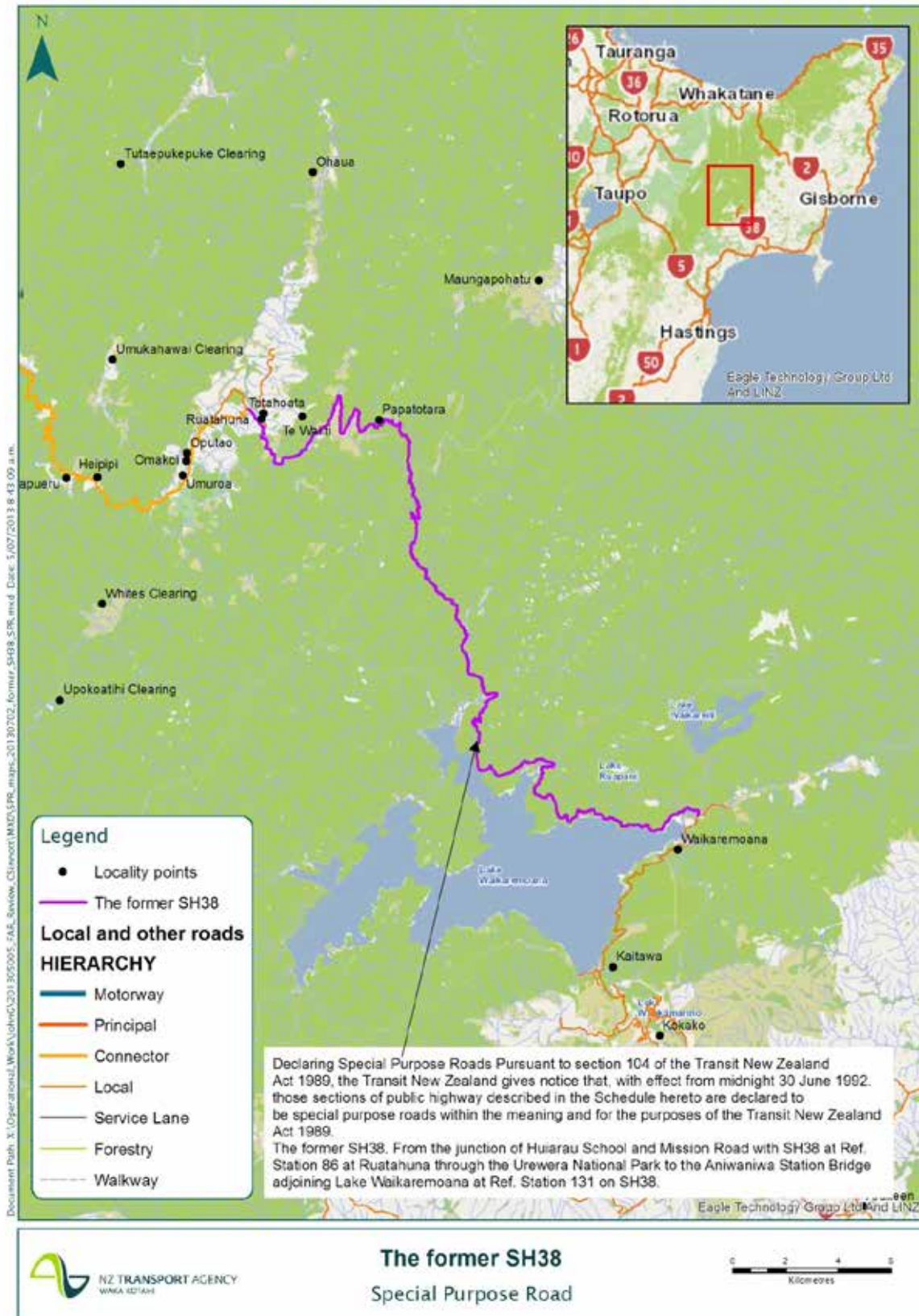


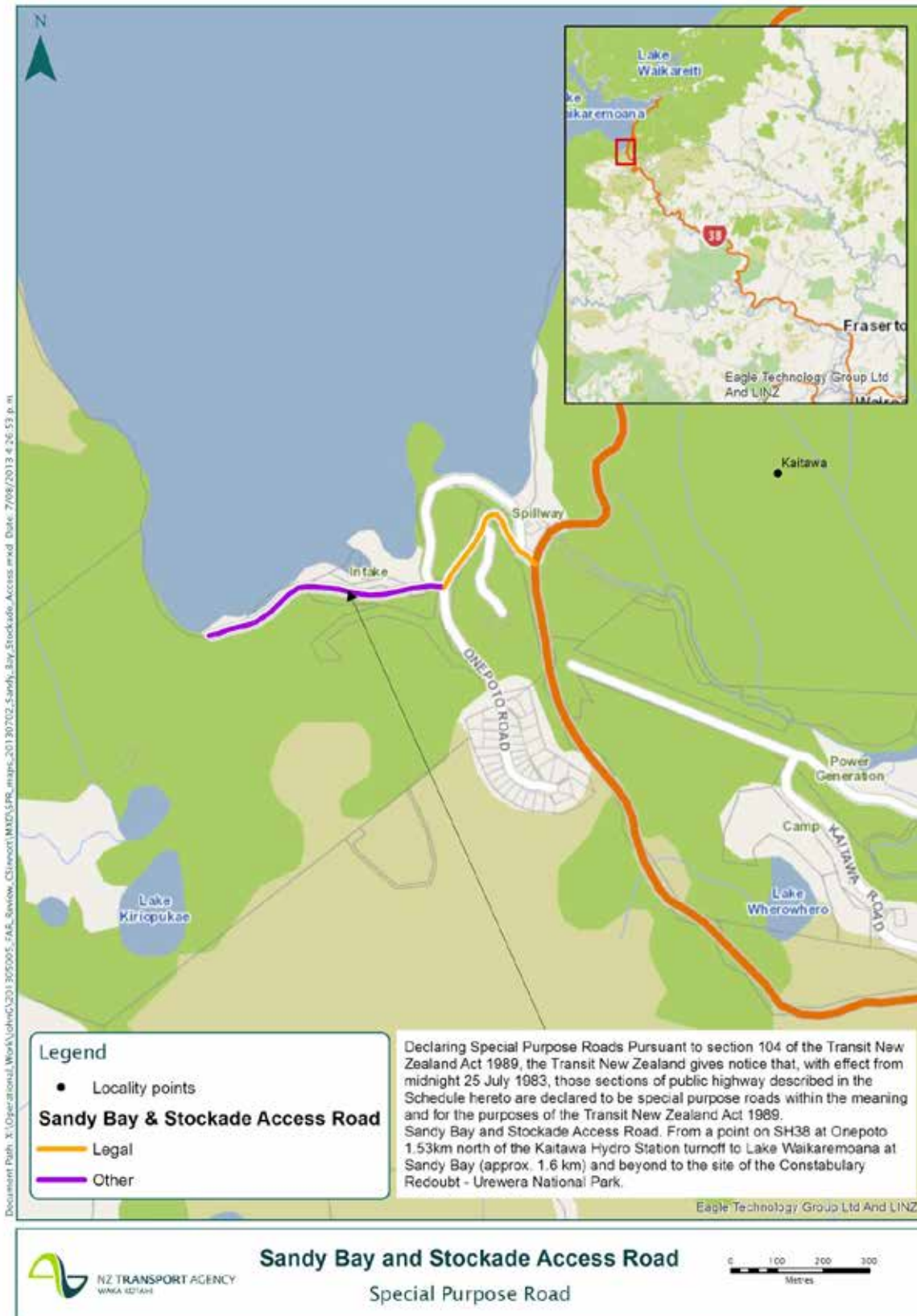






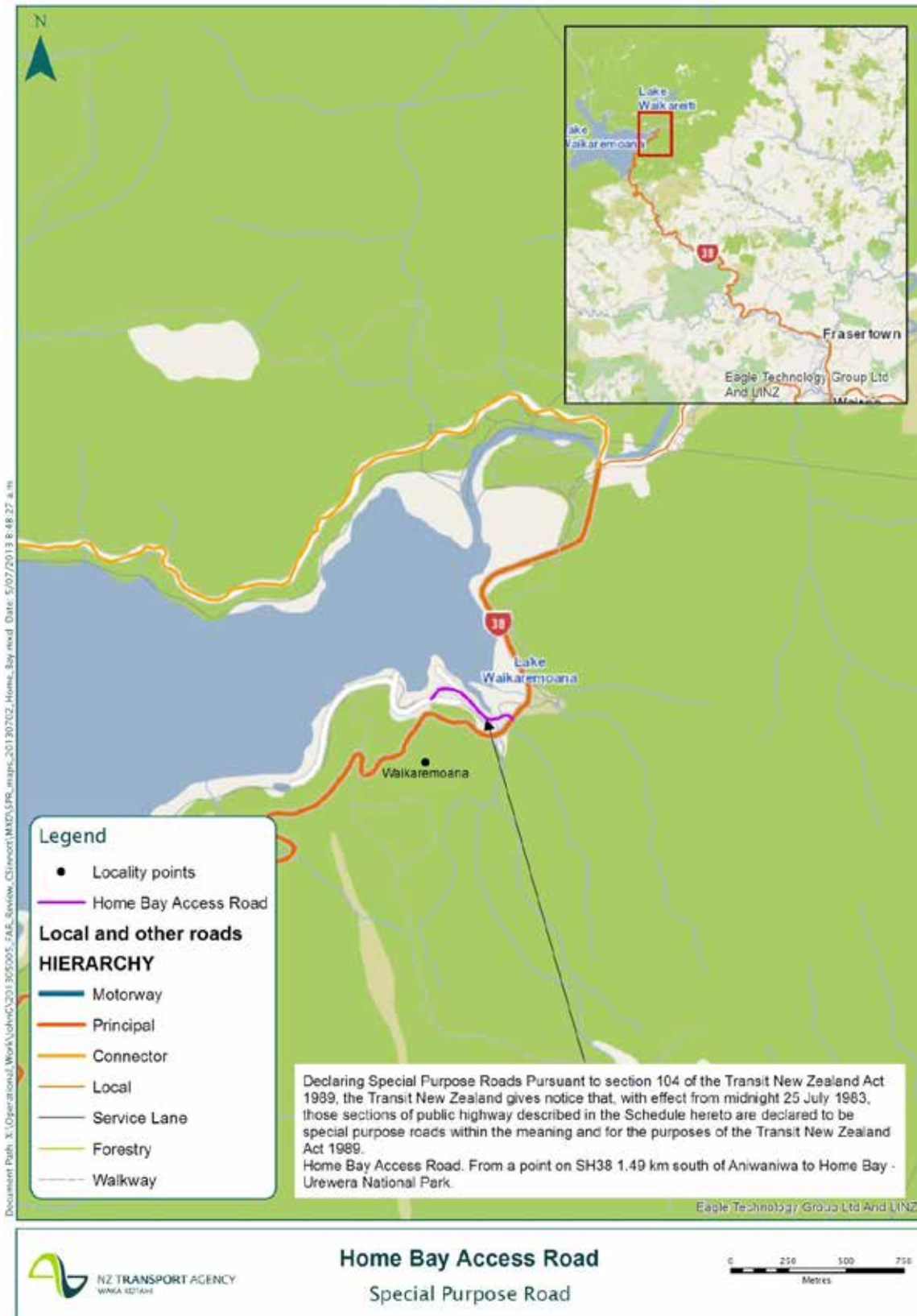


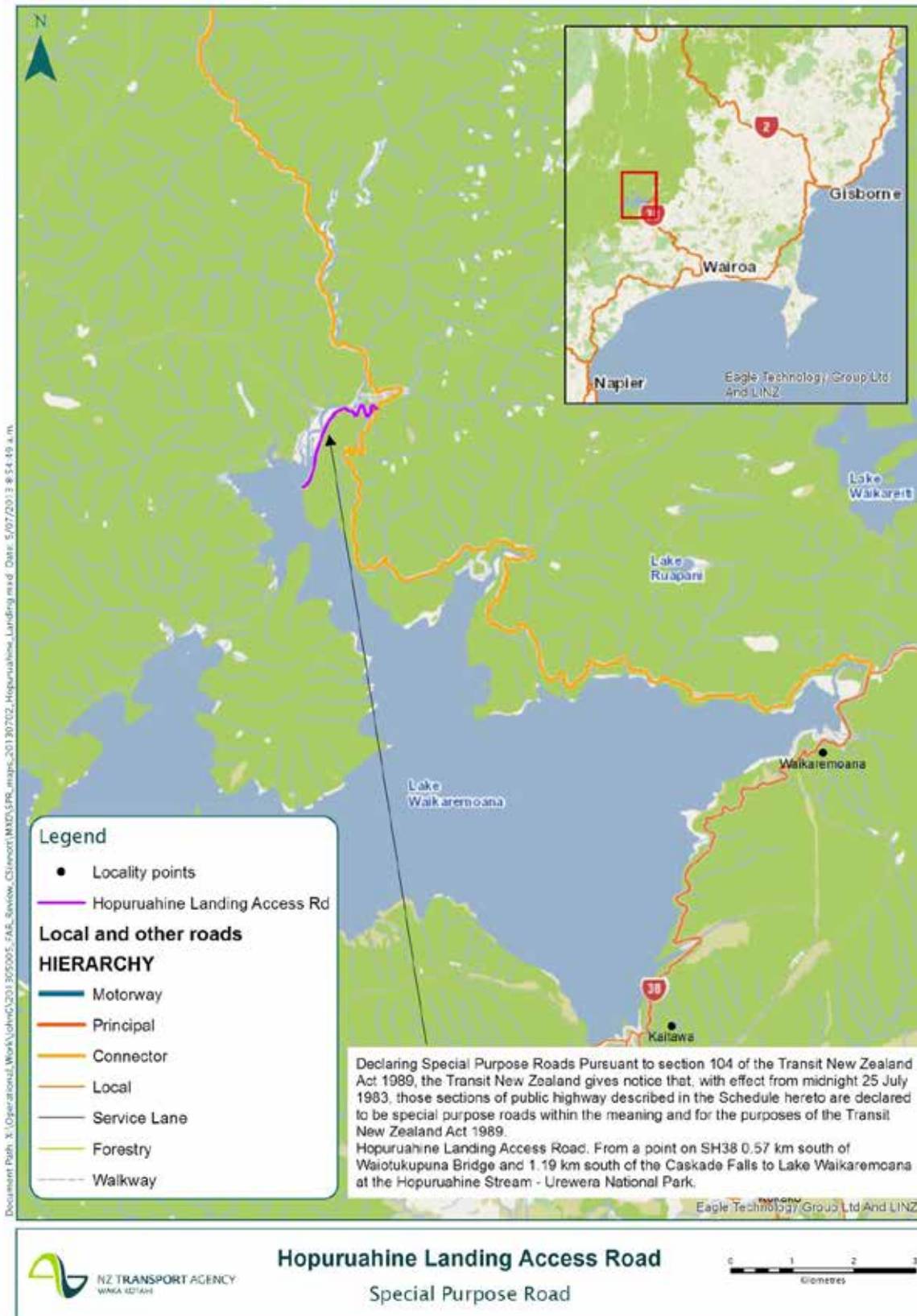




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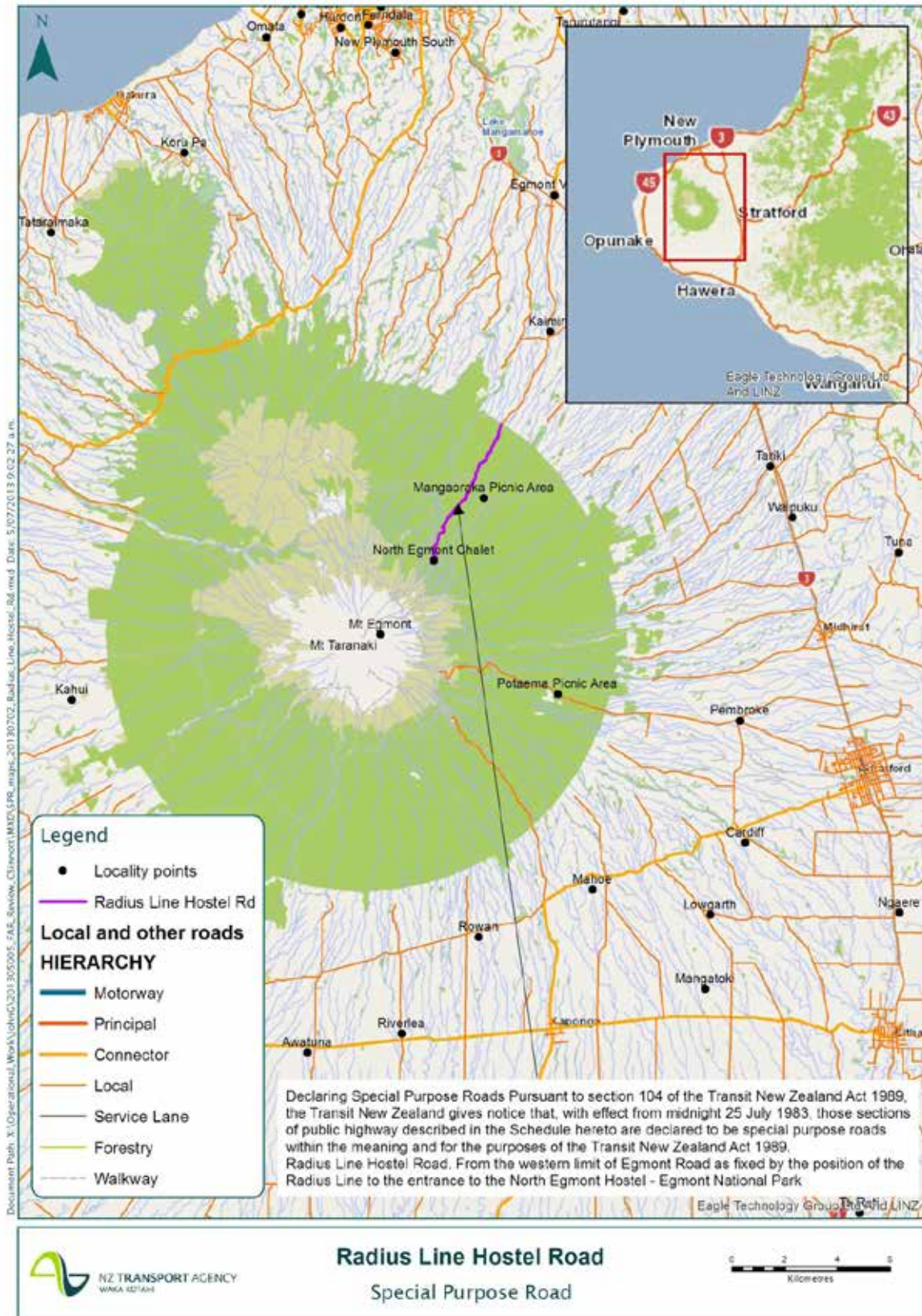


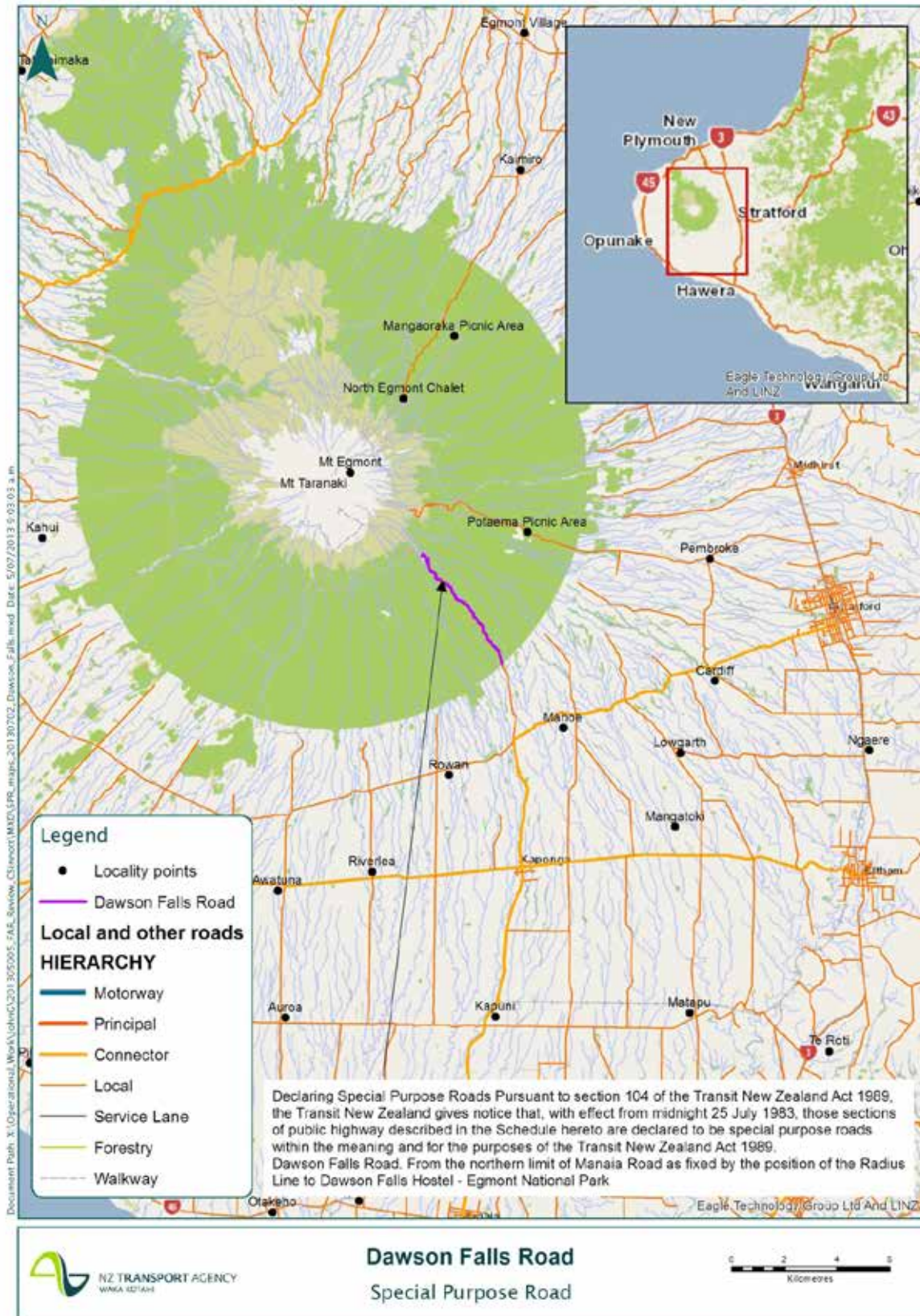


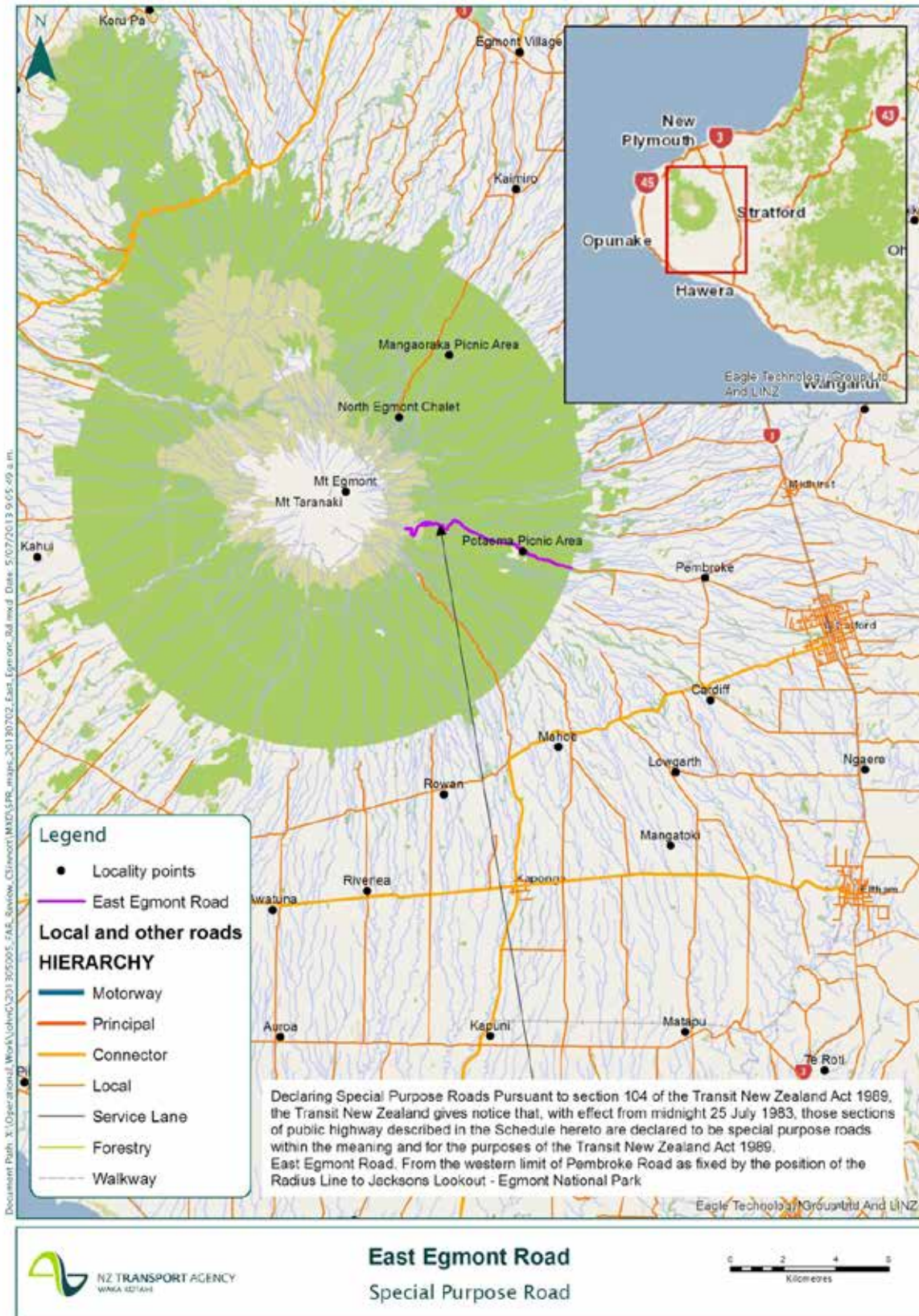




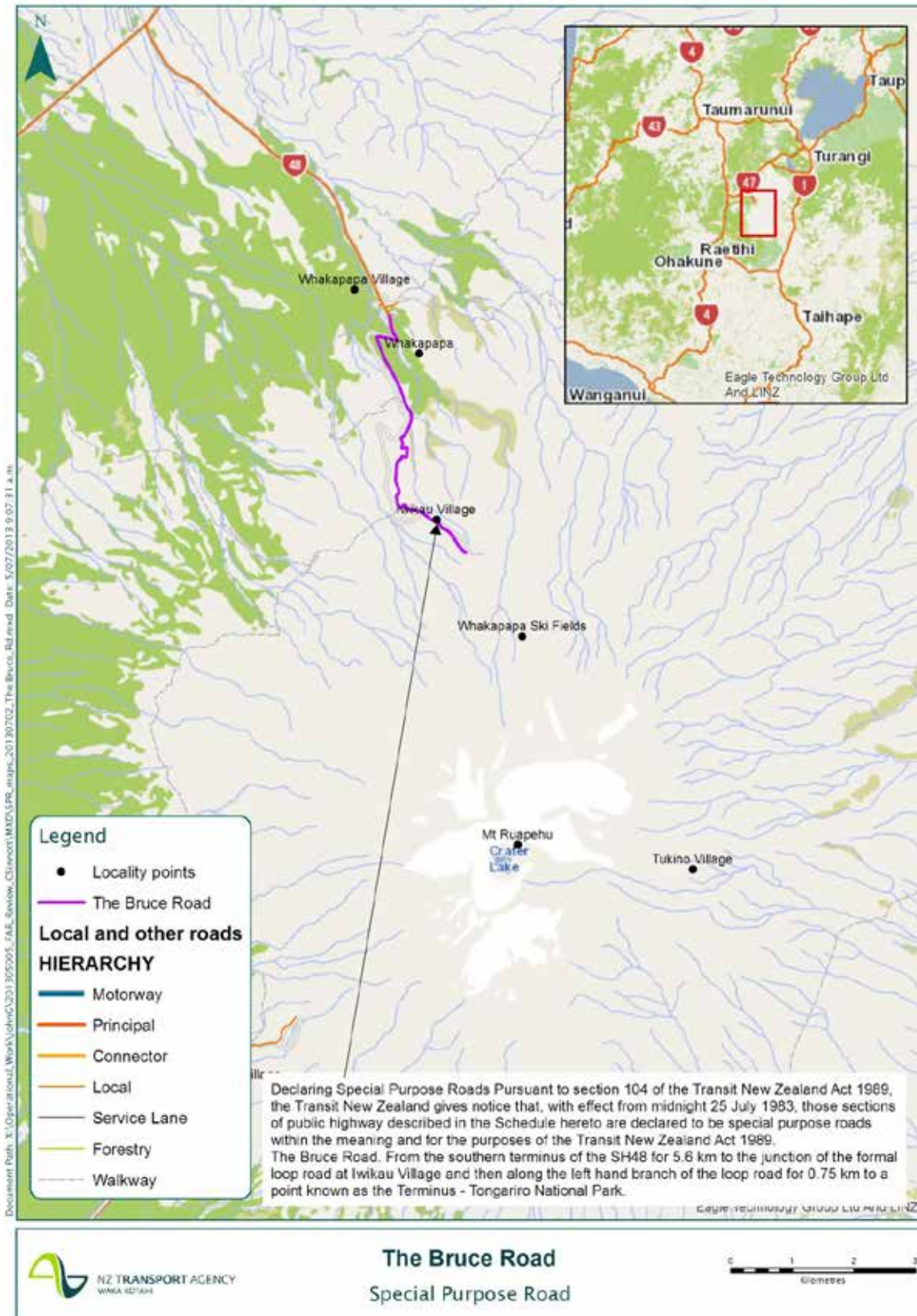






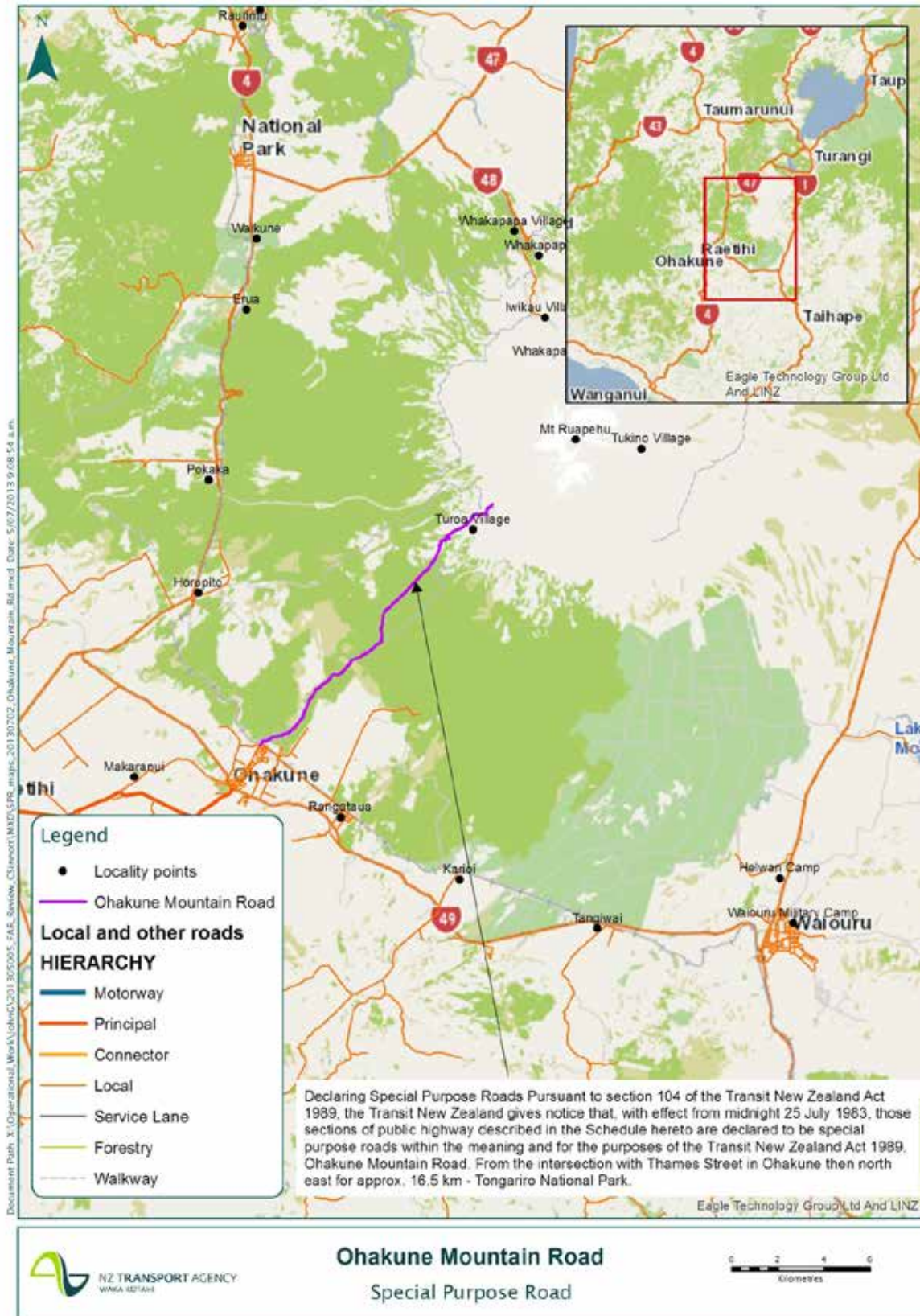


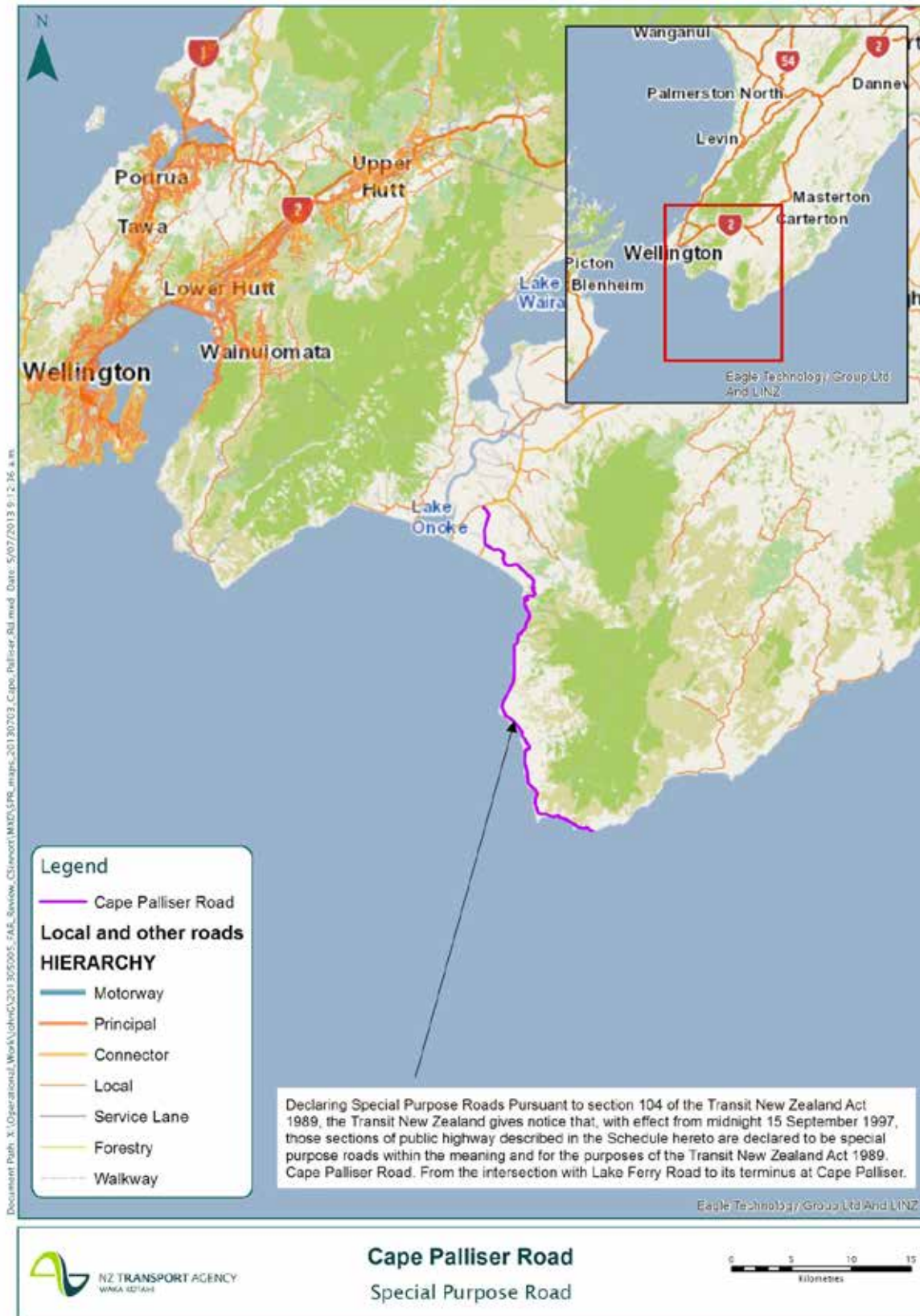


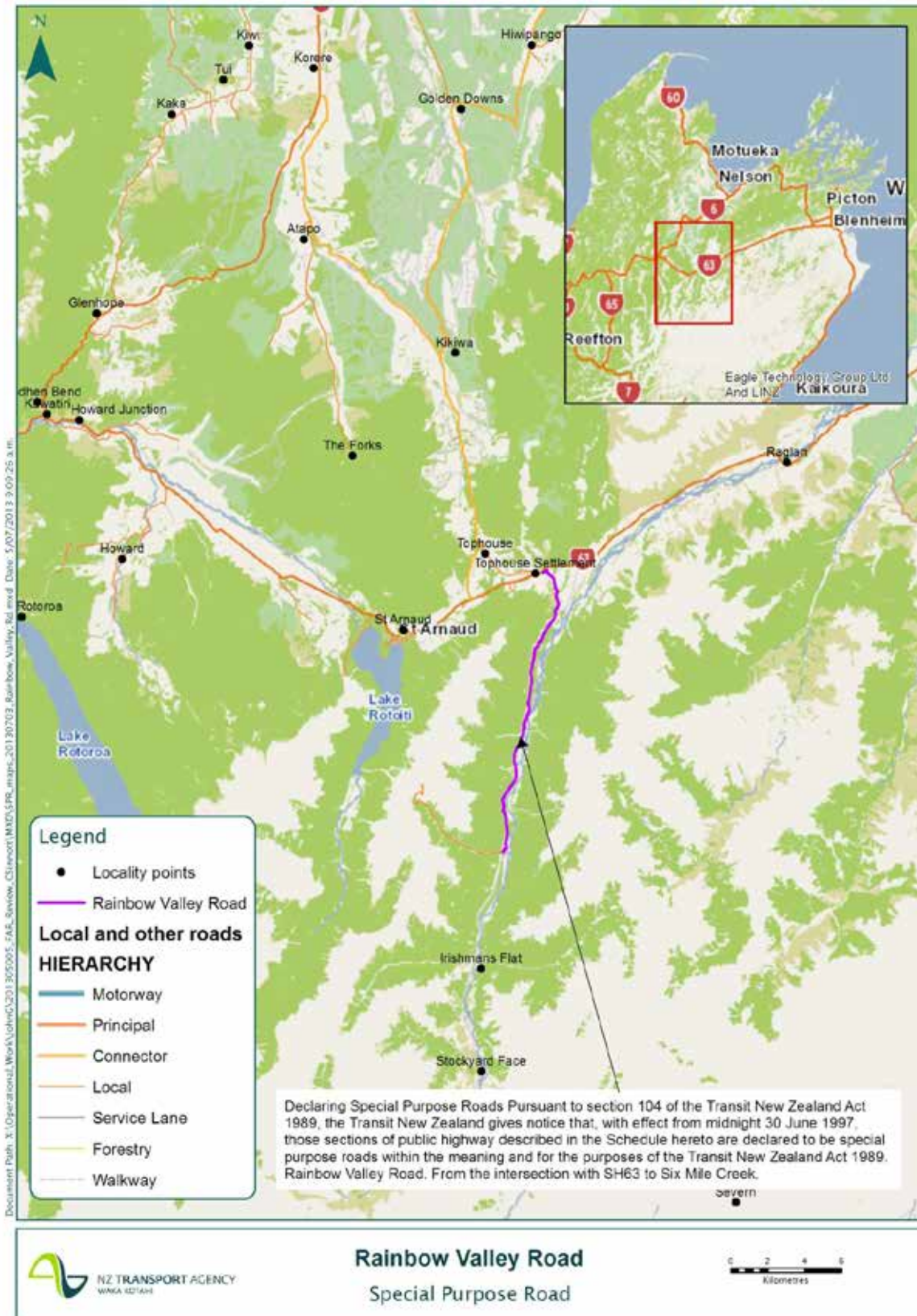


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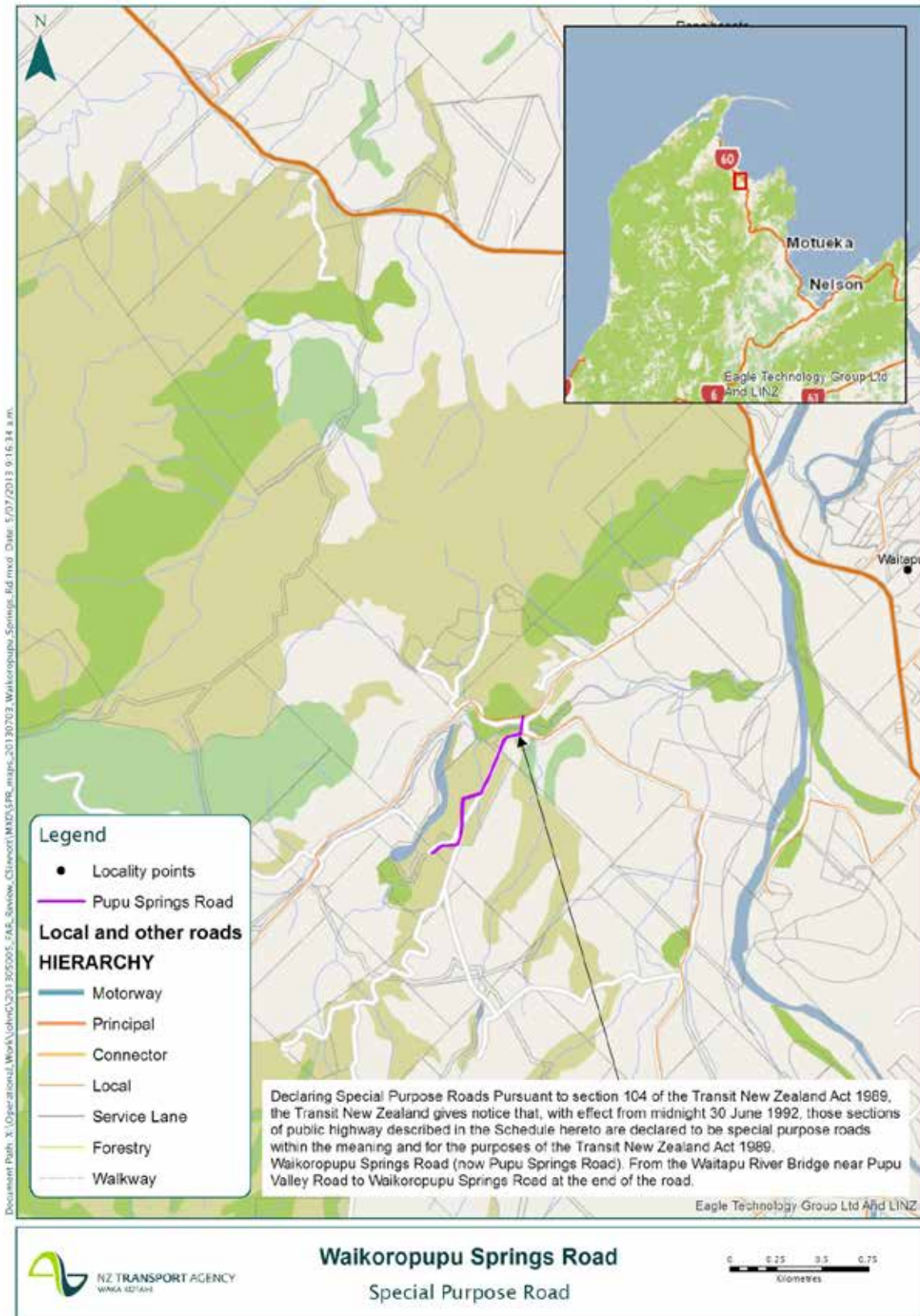


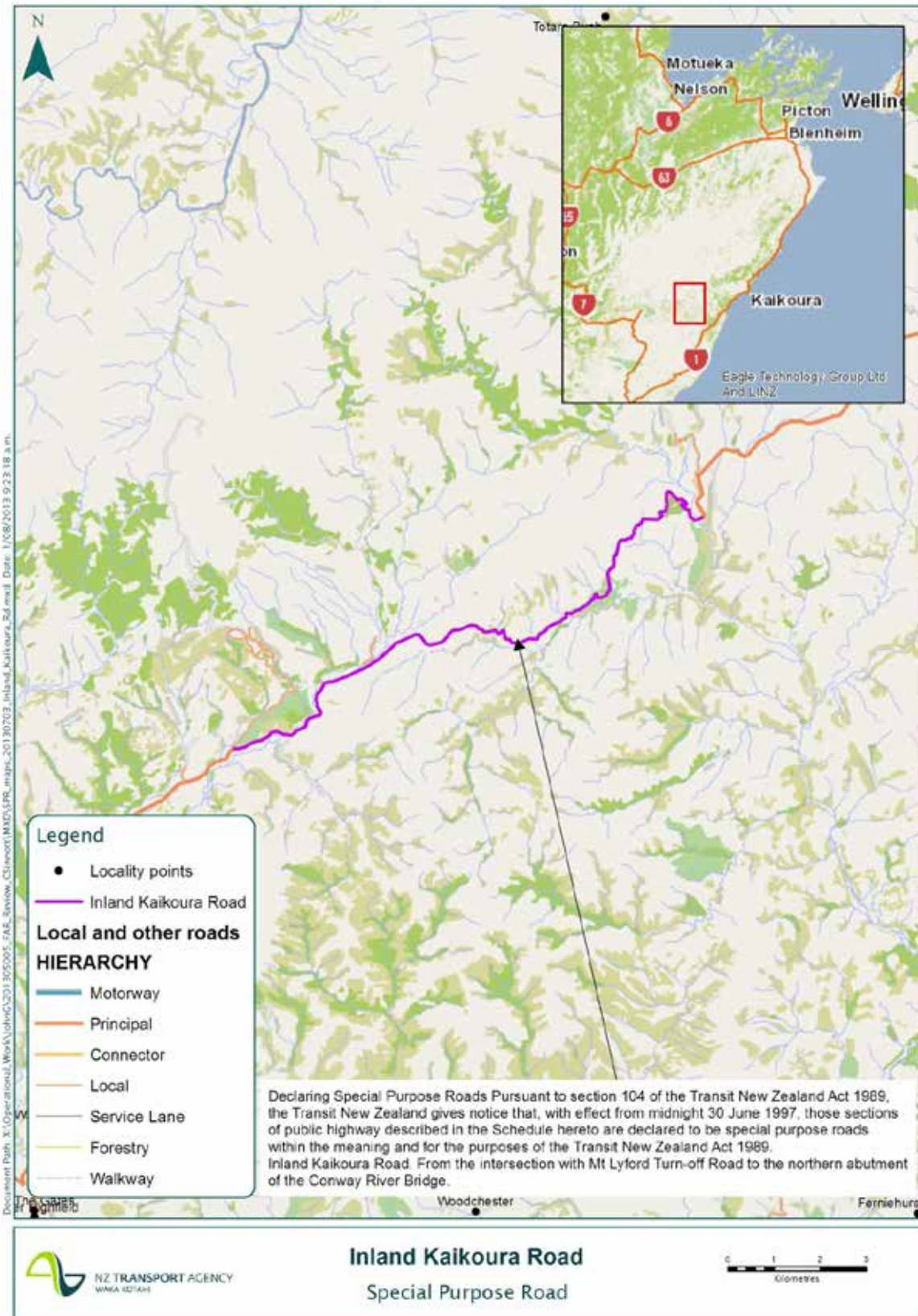




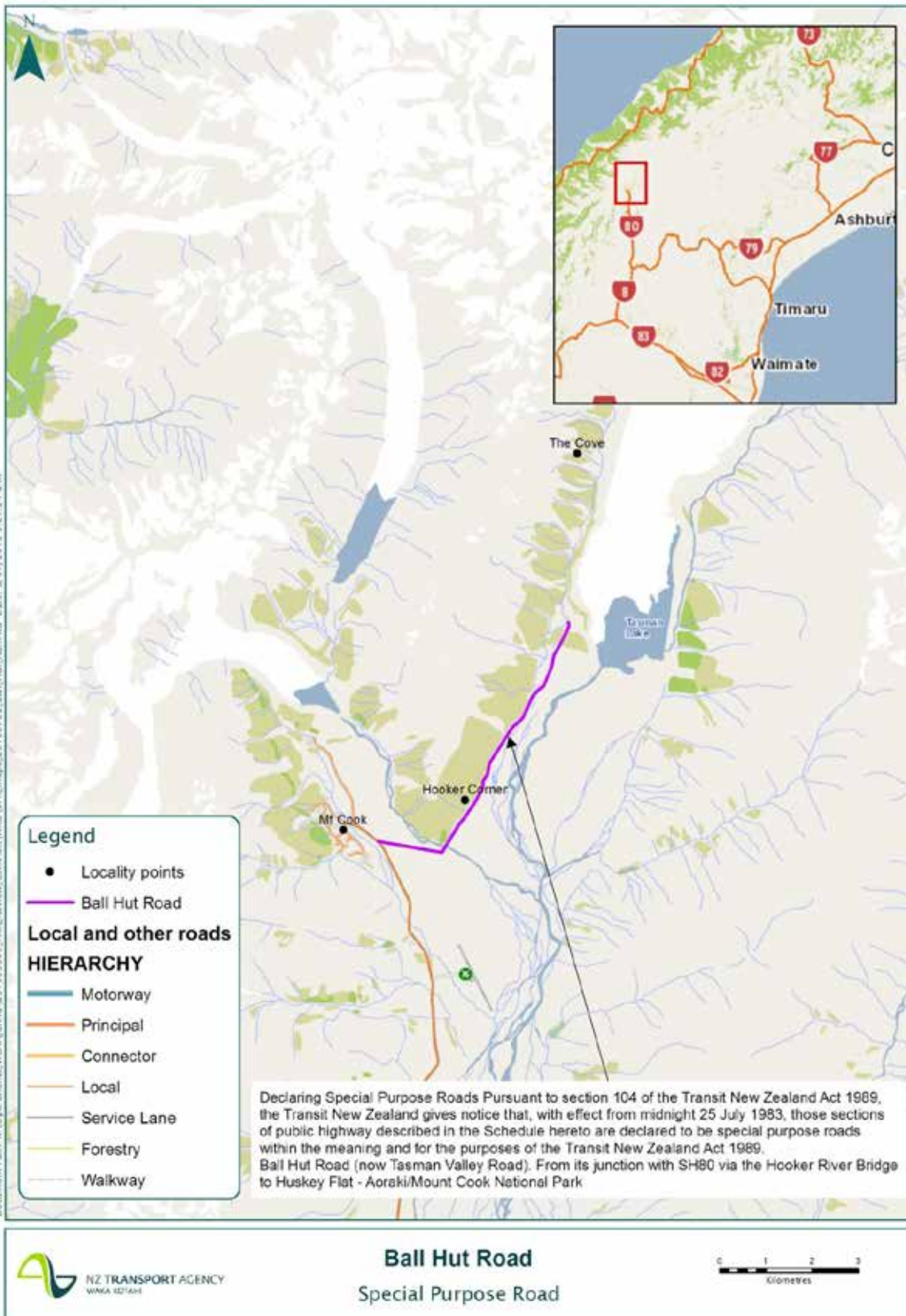


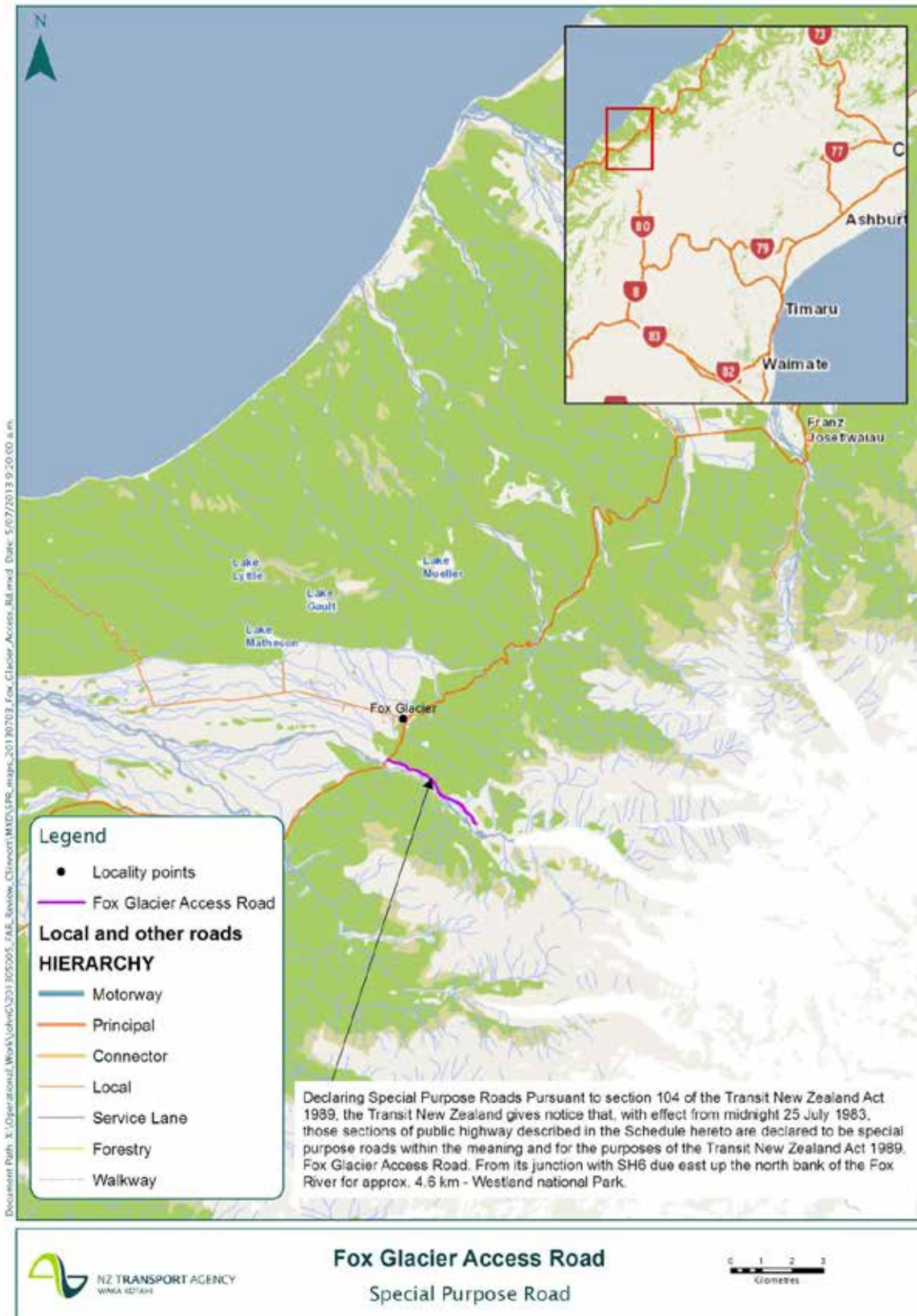




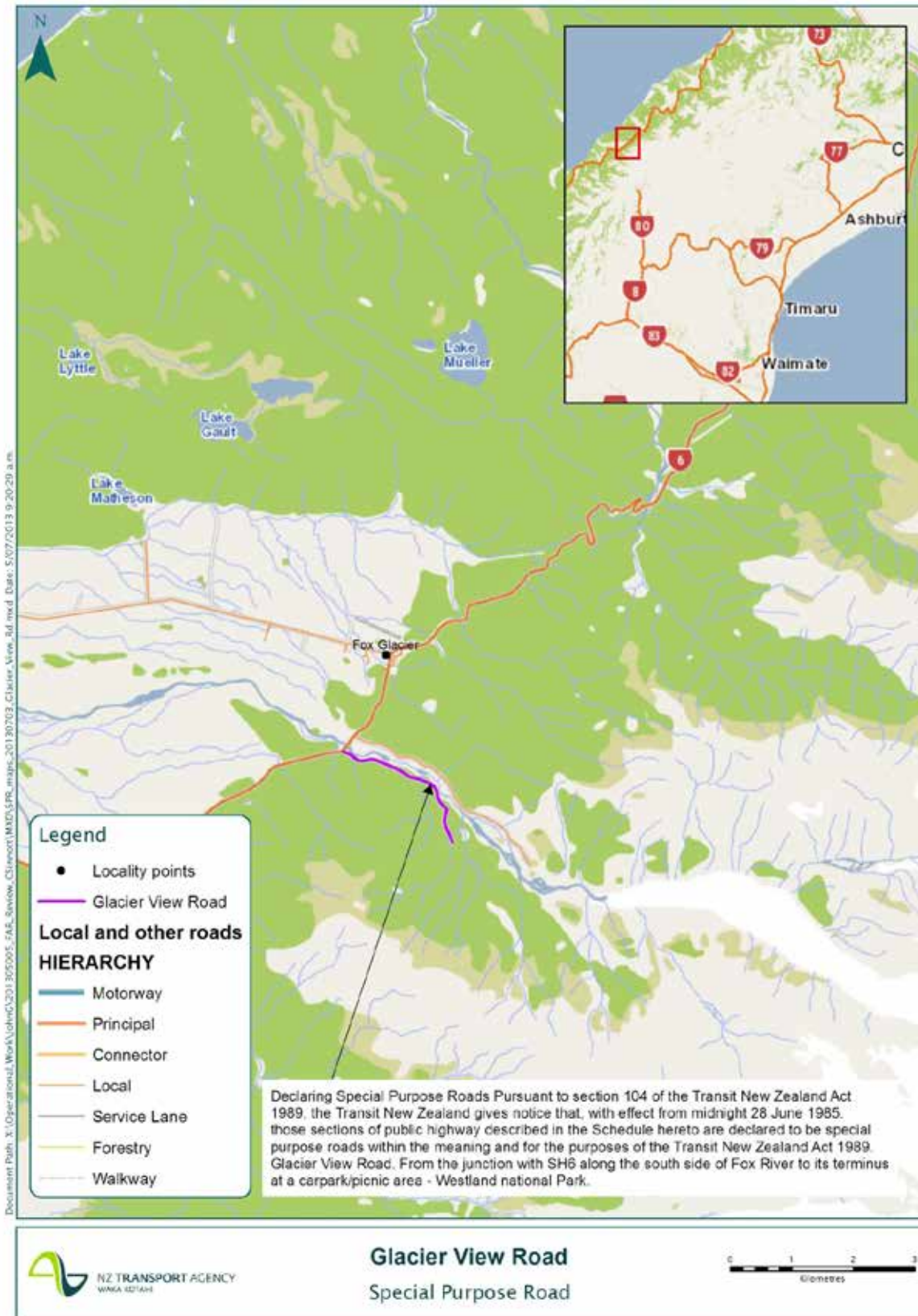


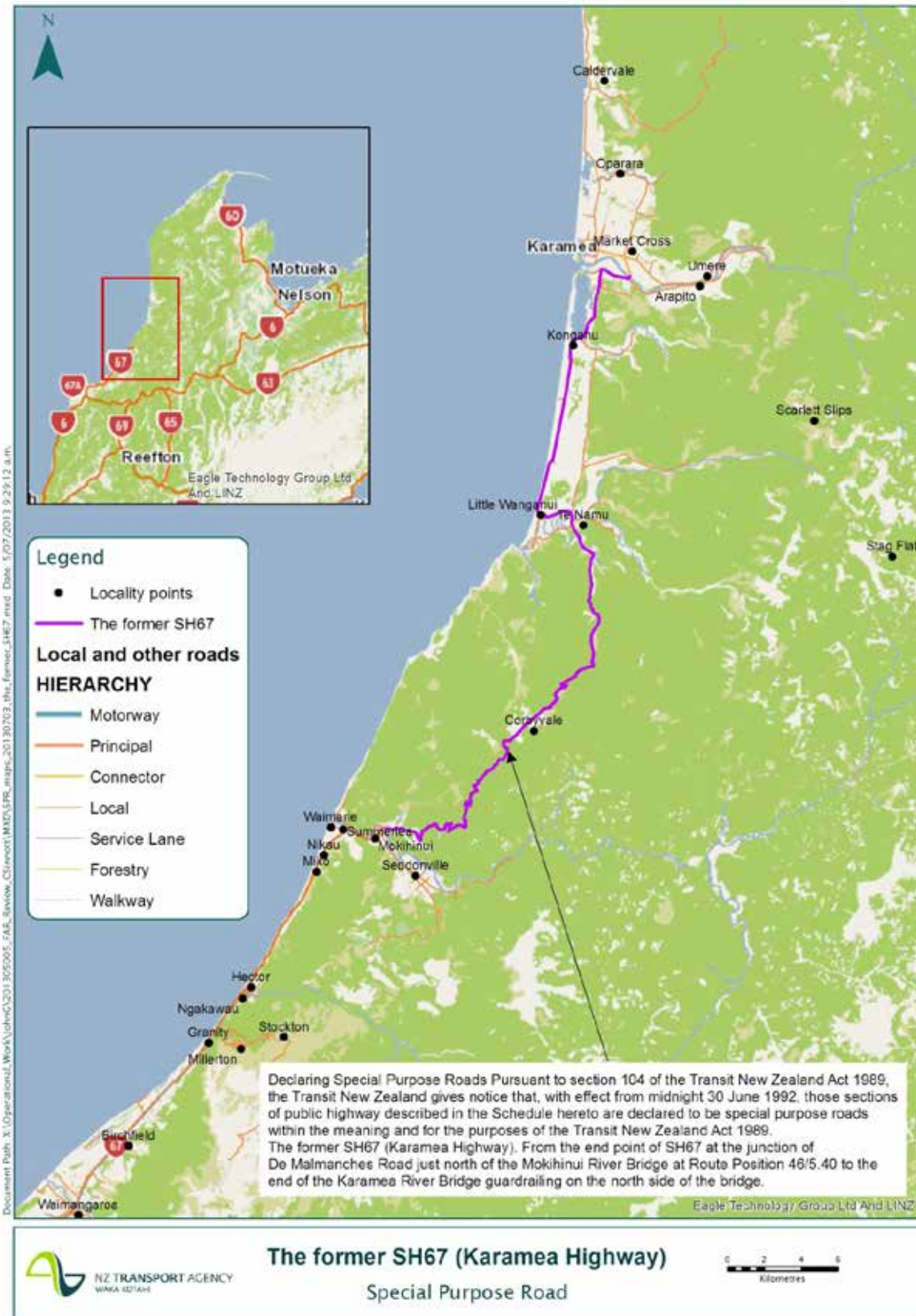




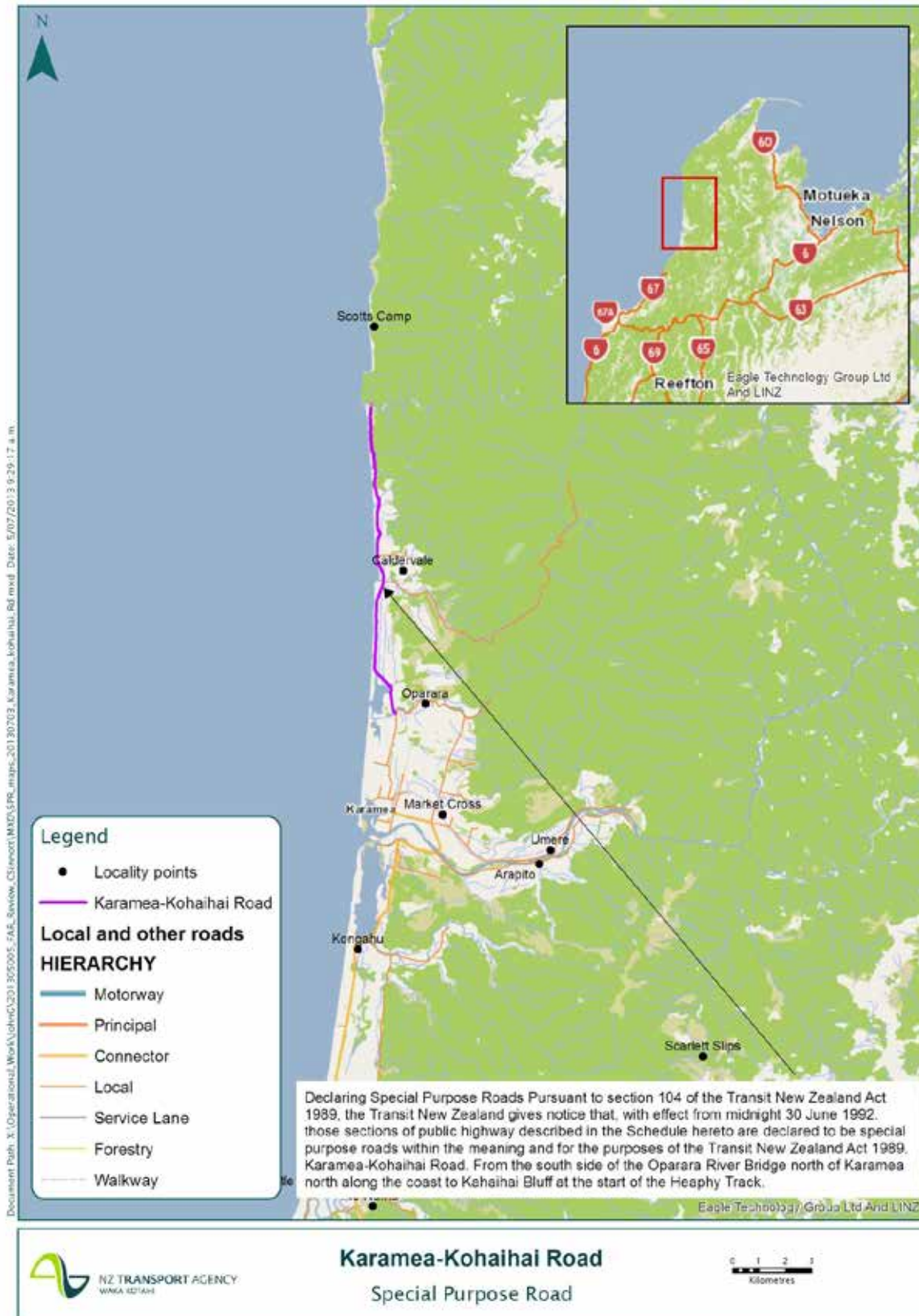


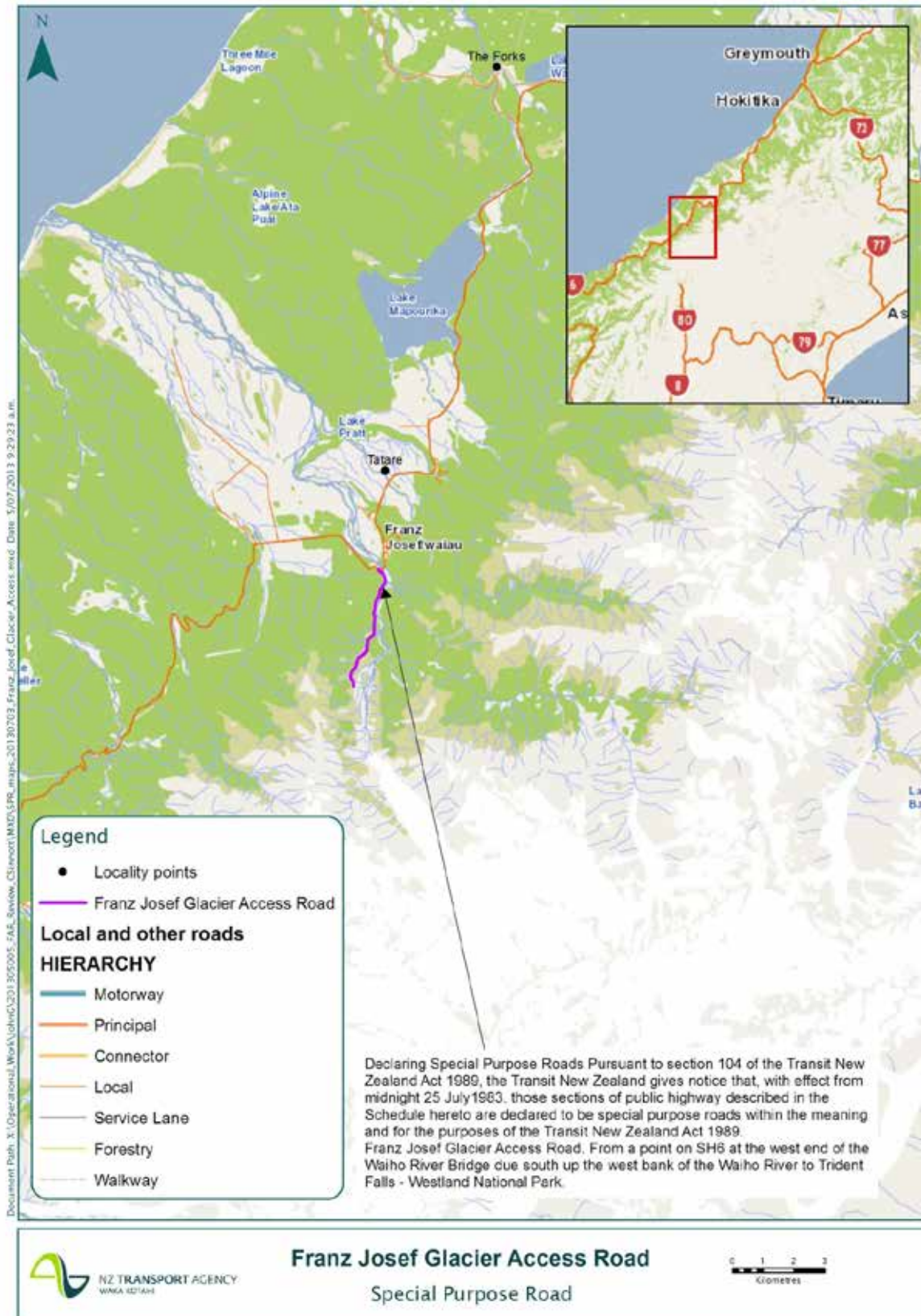
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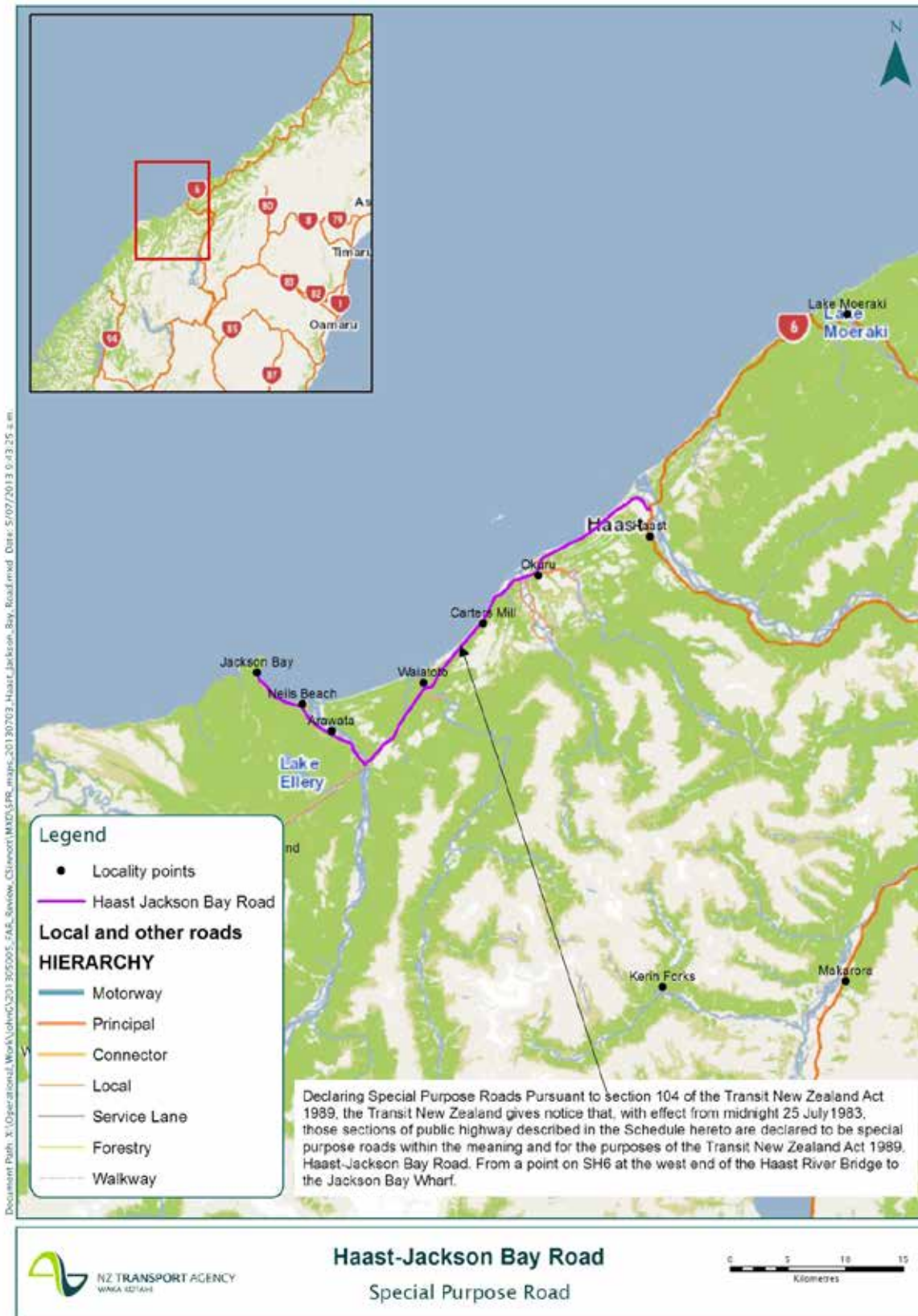


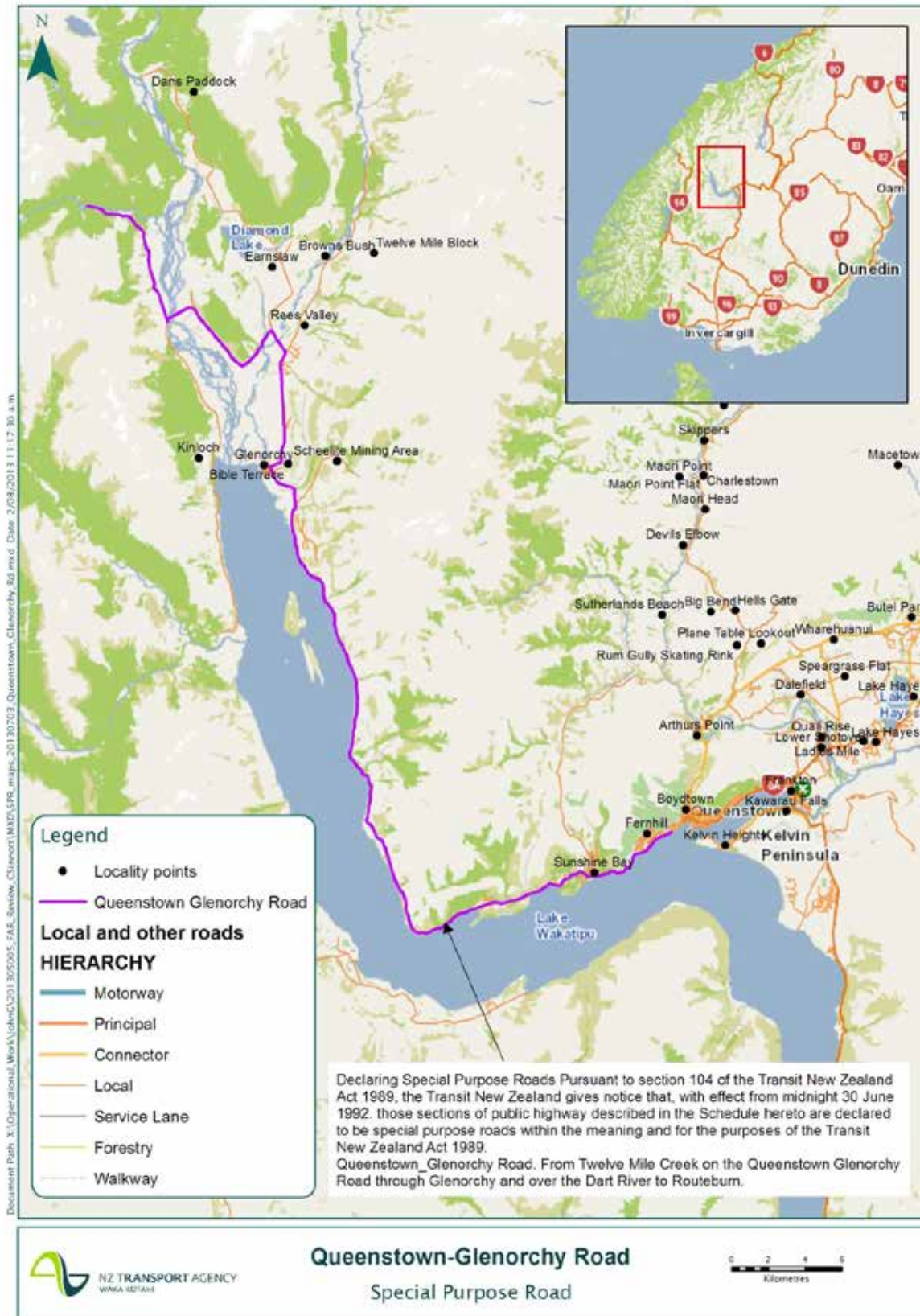
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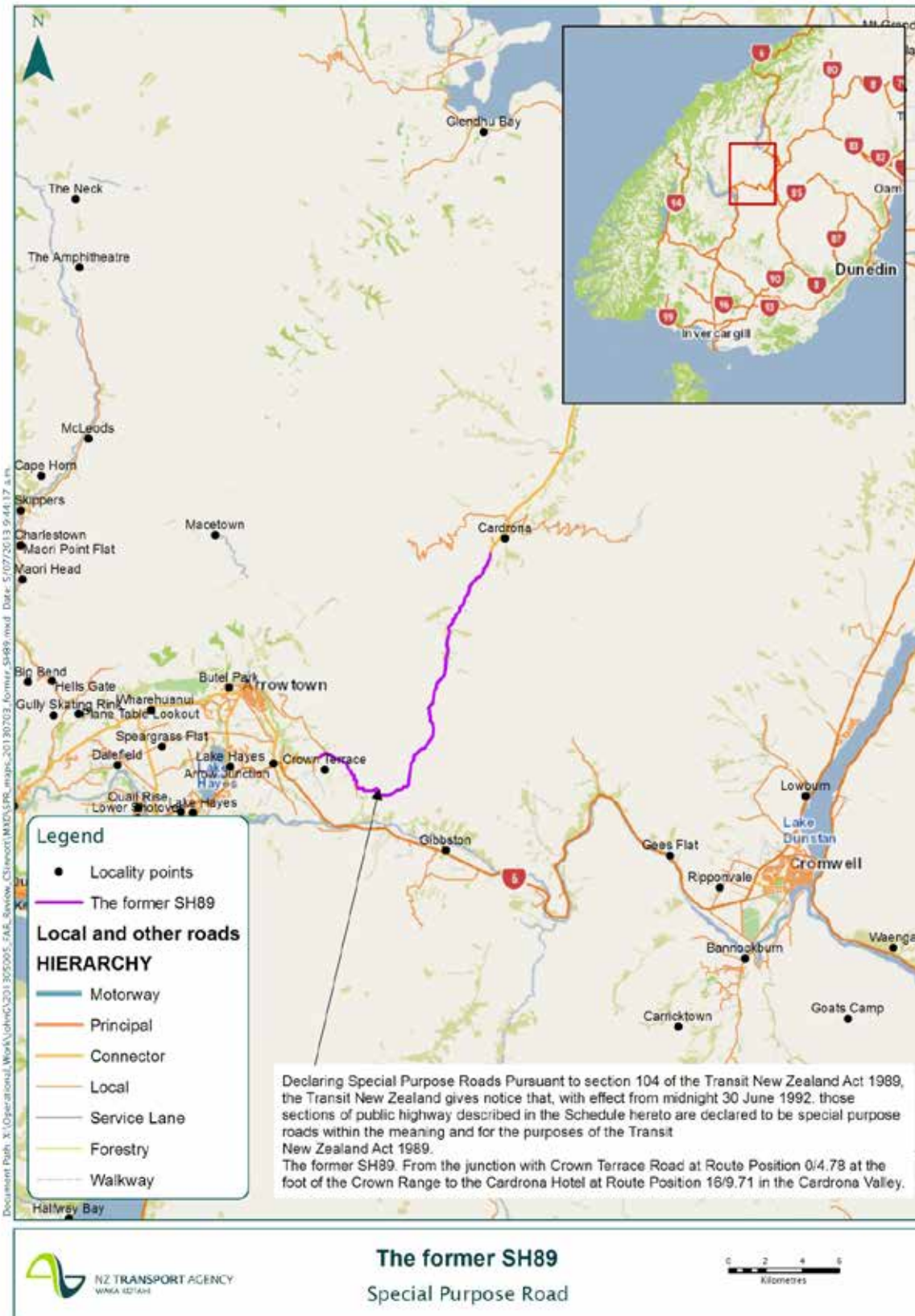


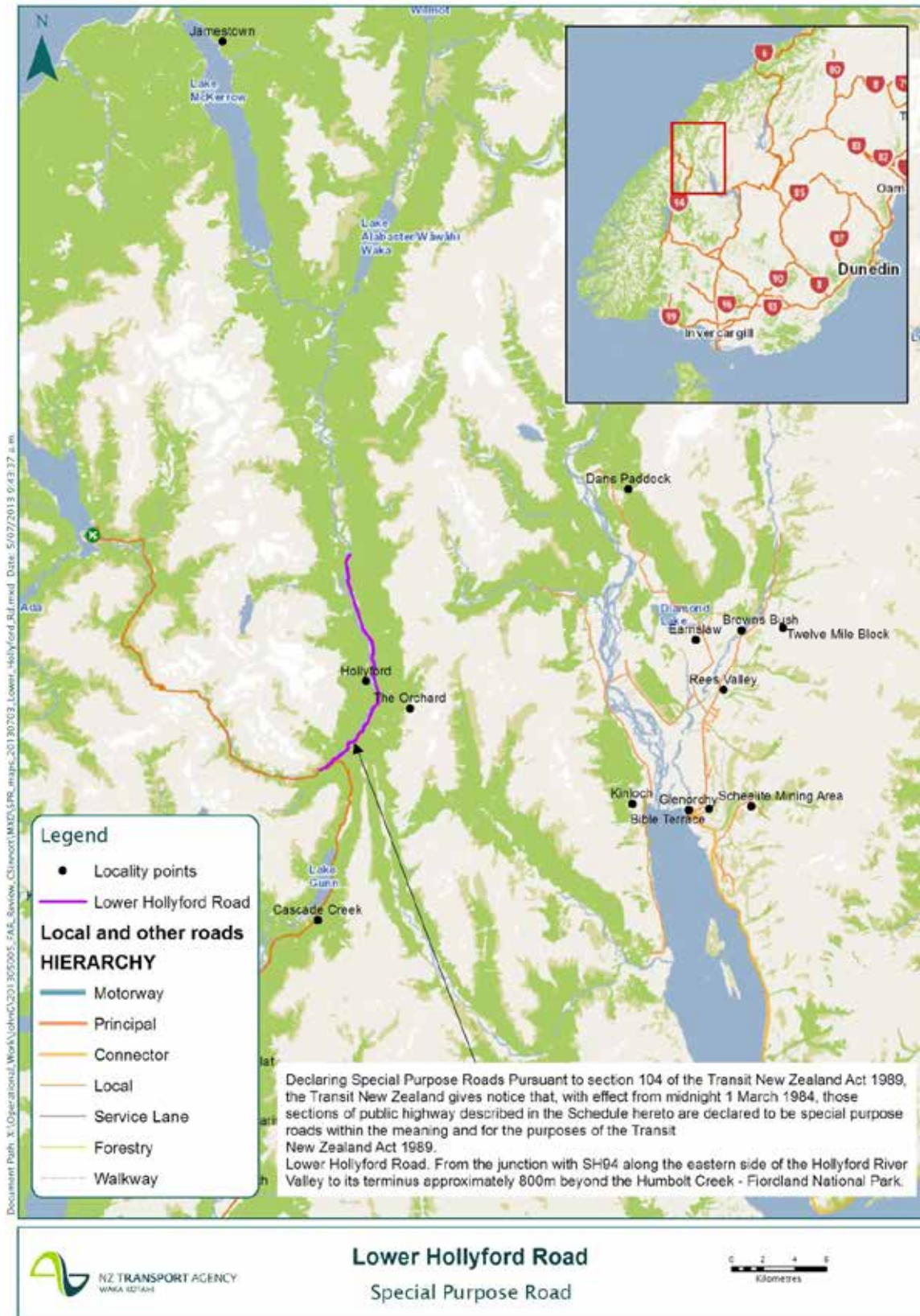
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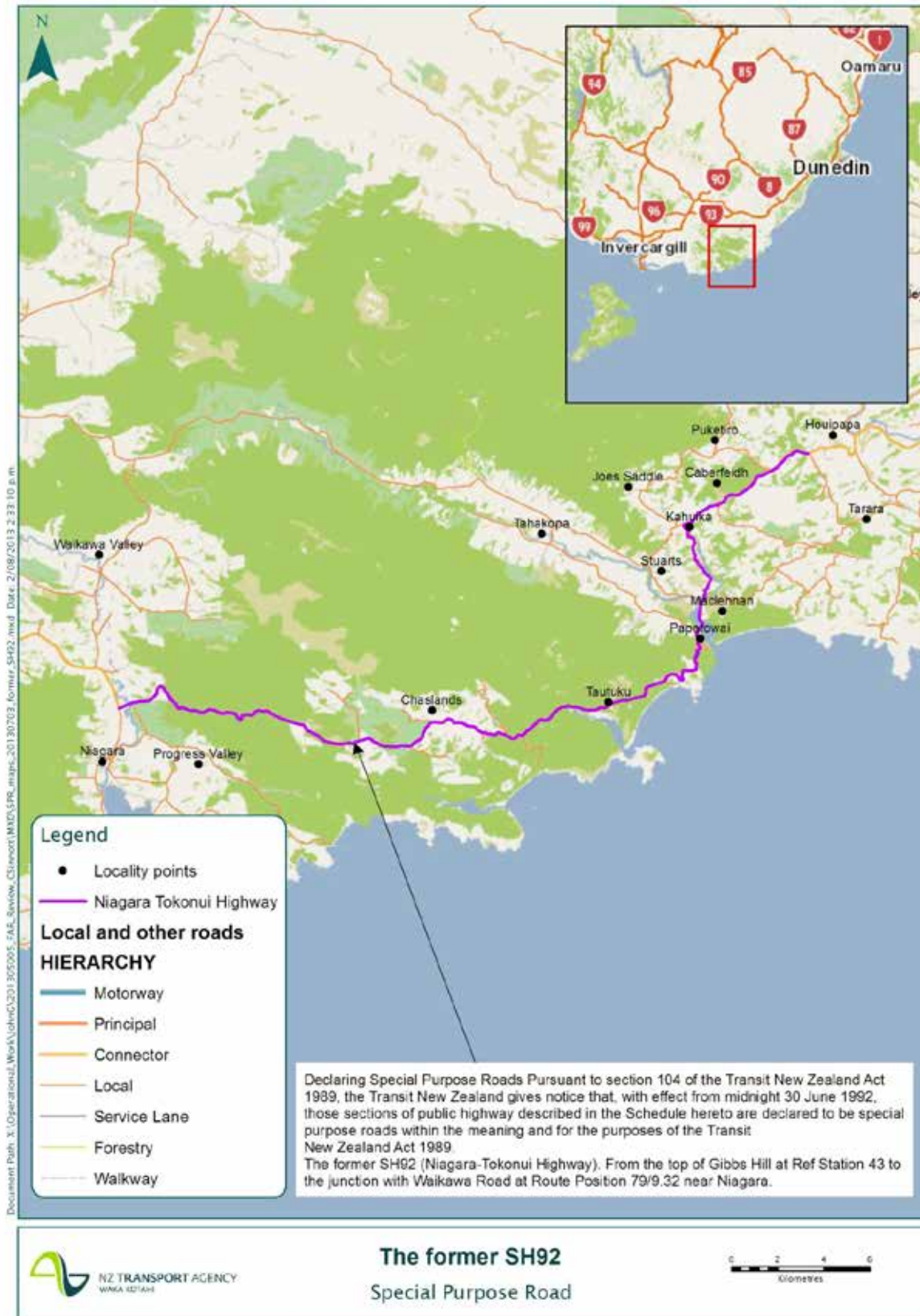












## ENDNOTES

- 1 Section 12A National Roads Act 1953, as inserted by section 4 of the National Roads Amendment Act 1956.
- 2 Section 7 National Roads Amendment Act 1959.
- 3 Minutes of the National Roads Board, 18 September 1968 and National Roads Board Submission 6048, August 1979.
- 4 This declaration was replaced by an amended declaration to correct an error in the description of the carriageway on 21 July 1969, New Zealand Gazette 7 August 1969, page 1478.
- 5 Letter from the Chairman of the Urewera National Park Board to the District Commissioner of Works, 2 June 1965.
- 6 Letter from the District Commissioner of Works to the Commissioner of Works, 17 June 1965.
- 7 Letter from the Chief Ranger to the Chairman of the Urewera National Park Board, 2 July 1974.
- 8 Section 3 National Roads Amendment Act 1980.
- 9 National Roads Board Submission 6048, August 1979 and Submission No. 6606, November 1980.
- 10 Submission 88/10/9411.
- 11 The other carriageway that was considered to be a special purpose road in 1988 was the Far North Road although it is unclear when or why that was declared a special purpose road. Far North Road is now part of State highway 1.
- 12 New Zealand Gazette, 3 October 1985, page 4328.
- 13 Section 104 Transit New Zealand Act 1989. The Transit New Zealand Act has now been renamed the Government Roading Powers Act 1989.
- 14 Transit New Zealand Submission 91/2/440.
- 15 Section 104 of the Transit New Zealand Act was repealed, as from 13 November 2003, by section 91 of the Land Transport Management Act 2003.
- 16 Ministry of Transport Departmental Report on the Land Transport Management Bill.