This entire chapter has been notified using the RMA Part One, Schedule 1 process (P1 Sch1).

Tūāhanga

Infrastructure

INF	Infrastructure

Introduction

Infrastructure plays a critical role in the successful functioning of Wellington City and the lives of Wellingtonians. Whether it is the provision or disposal of water through the three waters network, facilitating the movement of people and goods through the transport network, or in the provision of infrastructure by network utility operators, infrastructure is central to our daily lives.

This chapter of the District Plan seeks to provide for the operation, maintenance and development of infrastructure within the City. The definition of Infrastructure in the RMA includes "structures for transport on land by cycleways, rail, roads, walkways, or any other means". Given this, the Infrastructure Chapter includes provisions for the transport network matters concerning the operation, maintenance, repair and renewal, upgrading and development of the transport network and connections to the transport network.

Infrastructure is critical for the economic, social, cultural and environmental wellbeing of people and communities, and to provide for their health and safety at a national, regional and local scale, including through:

1. The effective, safe, secure and efficient transmission or distribution of electricity, gas, fuel or energy;
2. An integrated, efficient and safe transport network for the movement of people and goods by land, air or water, including public transport, walking, cycling, private vehicles;
3. Effective, reliable and future-proofed communications networks and services; and
4. Effective, resilient, efficient and safe water, wastewater and stormwater, networks and services.

However, infrastructure can also give rise to adverse effects on surrounding land uses and the environment which require consideration. Likewise, surrounding land uses can give rise to reverse sensitivity effects on infrastructure. This chapter sets out provisions addressing these effects.

The provisions within this chapter apply on a City-wide basis. As such the rules in the zone chapters ~~and earthworks chapter~~ do not apply to infrastructure unless specifically stated within an infrastructure rule or standard. Likewise, the rules in the following overlay chapters do not apply to infrastructure unless specifically stated in an infrastructure rule or standard:

- Three Waters
- Renewable Electricity Generation
- Natural Hazards
- Historic Heritage
- Notable Trees
- Sites and Areas of Significance to Māori
- Viewshafts
- Ecosystems and Indigenous Biodiversity

- Natural Character
- Natural Features and Landscapes
- Public Access
- Coastal Environment
- Earthworks.

Instead, these matters are addressed within the Infrastructure chapter and the following Infrastructure sub-chapters ~~address the requirements particular to the overlays as follows~~:

- INF-CE (Coastal Environment ~~and Natural Character~~);
- INF-ECO (~~Significant Natural Areas~~ Ecosystems and Indigenous Biodiversity);
- INF-NFL (~~Outstanding Natural Landscapes, Outstanding Natural Features, Special Amenity Landscapes, Ridgelines and Hilltops~~ Natural Features and Landscapes);
- INF-NG (National Grid);
- INF-NH (Natural Hazards); ~~and~~
- INF-OL (Other Overlays).

The provisions of the overlay sub-chapters apply in addition to the provisions of this chapter. In the case of conflict with any provisions of this chapter and a sub-chapter, the provisions of the sub-chapter will prevail.

Further, the Resource Management Act, and therefore the District Plan, share the same broad definition of 'infrastructure', which includes airport and port facilities, and renewable electricity generation. Notwithstanding that, ~~this~~ the rules within the Infrastructure Chapter (including the infrastructure sub chapters) do~~es~~~~es~~ not apply to activities that fall under the definition of airport activity ~~purposes~~ or airport related activity~~ies~~ (and are located within ~~which are dealt with in~~ the Airport Zone ~~chapter~~), ~~or~~ or the definition of port or operational port activities (and are located within ~~which are dealt with in~~ the Port Zone ~~chapter~~)~~, or the definition of Renewable Electricity Generation Activity (which are dealt with in the Renewable Electricity Generation chapter)~~. Any infrastructure in the airport or port zones ~~areas~~ that ~~is inconsistent with~~ does not meet those definitions is managed by the provisions in this Infrastructure Chapter, including management of the Moa Point Seawall, as mapped in the ePlan. The Infrastructure Chapter (including the infrastructure sub chapters) also does not apply to activities that fall within the definition of Renewable Electricity Generation Activity (which are dealt with in the Renewable Electricity Generation chapter).

Lastly, the Act and therefore District Plan definition of 'infrastructure' includes three waters infrastructure. The Three Waters chapter applies in terms of land development effects on three waters infrastructure, however this chapter applies to the construction, operation and maintenance of the infrastructure itself.

Infrastructure which is proposed to be located within legal road is subject to the provisions of this chapter. All roads have an underlying zoning, and as such the zone based provisions in this chapter apply.

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

1. The National Policy Statement on Electricity Transmission;
2. The Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 (NESETA);
3. The Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016(NESTF);
4. The National Code of Practice for Utility Operators' Access to Transport Corridors;
5. The New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001); and
6. Electricity (Hazards from Trees) Regulations 2003.

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

Other relevant District Plan provisions
It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including: • **Subdivision** - The Subdivision Chapter contains provisions which manage subdivision of land. • **Light and glare** - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas. • **Noise** - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels). • **Signs** - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage. • **Contaminated land** - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land. • **Hazardous substances** - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances. • ~~**Trees** — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.~~ • **Designations** Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objectives	
INF-O1	**The benefits of infrastructure** The national, regional and local benefits of infrastructure are recognised and provided for.
INF-O2	**Adverse effects of infrastructure** The adverse effects of infrastructure on the environment are managed, while recognising: 1. The functional and operational need of infrastructure; and 2. That positive effects of infrastructure may be realised locally, regionally or nationally.
INF-O3	**Adverse effects on infrastructure** Protect regionally significant infrastructure from incompatible subdivision, use and development, that may compromise its efficient and safe operation. Manage the adverse effects, including reverse sensitivity effects ~~or~~ of subdivision use and development on the function and operation of other infrastructure.
INF-O4	**Infrastructure availability** Safe, effective and resilient infrastructure is available for, and integrated with, existing and planned subdivision, use and development.
INF-O5	**Transport network** The transport network: 1. Improves connectivity, enabling people of all ages and abilities, and goods to move safely and effectively regardless of transport mode; 2. Supports well-functioning urban environments; 3. Supports the health and well-being of people; and

	4. Supports development infrastructure, additional infrastructure and green infrastructure.
INF-O6	**Amateur radio configurations** The adverse effects of amateur radio configurations on the environment are managed.
Policies	
INF-P1	**Recognising and providing for infrastructure** Recognise the benefits of infrastructure by: 1. Enabling the safe, resilient, effective and efficient operation, maintenance, repair, minor upgrade or removal of existing infrastructure; 2. Enabling investigation, monitoring and navigation activities associated with infrastructure operations; 3. Providing for significant upgrades to, and the development of new infrastructure; and 4. Providing for the functions and responsibilities of infrastructure as lifeline utilities during an emergency.
INF-P2	**Coordinating infrastructure with land use, subdivision, development and urban growth** Enable the efficient coordination, integration and alignment of infrastructure planning and delivery with land use, subdivision, development and urban growth so that existing and future land use and infrastructure is integrated, efficient and aligned on an ongoing basis.
INF-P3	**Technological advances** Provide flexibility to adopt new technologies for infrastructure that: 1. Allow for the re-use of redundant services and structures; 2. Increase resilience, safety or reliability of networks and services; 3. Result in environmental benefits or enhancements; or 4. Promote environmentally sustainable outcomes.
INF-P4	**Undergrounding of infrastructure** Encourage the undergrounding of new infrastructure in urban areas where it is practicable and technically feasible.
INF-P5	**Adverse effects of infrastructure** Manage the adverse effects of upgrades to, or the development of new infrastructure, including effects on: 1. Natural and physical resources; 2. Amenity values; 3. Sensitive activities; 4. The identified values of Overlays; 5. The safe and efficient operation of other infrastructure; and 6. The health, well-being and safety of people and communities.
INF-P6	**Consideration of the adverse effects of infrastructure** When considering the adverse effects of infrastructure on the environment recognise that there may be situations where all adverse effects, including construction effects, cannot be avoided, and as such must be remedied or mitigated through having regard to the following: 1. The extent to which adverse effects can be avoided, remedied or mitigated may be constrained by the functional or operational need of the infrastructure; 2. The time, duration, or frequency of adverse effects;

	3. The necessity of the infrastructure including: a. The need to quickly repair and restore disrupted services; and b. The impact of not operating, repairing, maintaining, upgrading, removing or developing infrastructure; 4. Existing infrastructure including: a. The complexity and connectedness of networks and services; and b. The potential for co-location and shared use of infrastructure corridors; 5. Anticipated outcomes for the receiving environment and the degree to which past modifications have compromised the achievement of those outcomes; 6. The benefits derived from the infrastructure at a local, regional and national scale; and 7. The extent to which the infrastructure is integrated with, and necessary to support, planned urban development.
INF-P7	**Incompatible Subdivision, Use and Development ~~Reverse sensitivity~~** Avoid or where appropriate, manage activities that may compromise the efficient operation, maintenance, repair, replacement, upgrading, renewal or development of regionally significant infrastructure. Manage the establishment or alteration of sensitive activities near existing lawfully established infrastructure, including by: ~~1. Requiring subdivision of sites containing the National Grid to:~~ ~~a. Retain the ability for the network utility operator to access, operate, maintain, repair and upgrade National Grid; and~~ ~~b. Ensure that future buildings, earthworks and construction activities maintain safe electrical clearance distances under all building and National Grid operating conditions;~~ 1. Managing land disturbance and activities sensitive to gas transmission to avoid or mitigate potential adverse effects of, and on, the gas transmission ~~pipelines~~ network; 2. Requiring subdivision of sites containing a gas transmission ~~pipeline~~ network to retain the ability for the network utility operator to access, operate, maintain, repair and upgrade the gas transmission ~~pipelines~~ network; and 3. Managing the activities of others through methods such as set-backs and design controls where it is necessary to achieve appropriate protection of infrastructure.
INF-P8	**Amateur radio configurations** Design, construct and locate amateur radio configurations to minimise adverse effects on the existing and anticipated amenity of adjoining properties and the surrounding area.
INF-P9	**Upgrading and development of the transport network** Enable the upgrading and development of the transport network where, as far as practicable, it: 1. Integrates with the existing transport network and any other planned network upgrades or development; 2. Does not compromise the safe and effective functioning of the transport network; 3. Responds to site and topographical constraints including opportunities to reduce the effects of earthworks on landscape and ecological values; 4. Provides for high levels of connectivity within and between transport modes; 5. Provides for pedestrian, cycling and micromobility safety and connectivity including access to and usability of public open spaces and access to public transport services; and 6. Provides transport corridors which: a. Allocate adequate space in the corridor for walking, cycling, micromobility, public transport (including stops), loading and parking, vehicles, infrastructure and street trees; and b. Include street trees that are suitable for their specific locations in the road reserve, where these:

	i. Are a species appropriate to the site's growing conditions including soil, slope, aspect, wind, drought and salt tolerance; ii. Contribute to high quality public amenity through species diversity, habitat and food source value and appearance (mature height, stem girth and form); iii. Have low maintenance requirements and high tolerance to pruning; iv. Are selected and sited to minimise safety risks for pedestrians, especially at night; v. Are sited to avoid compromising traffic safety sightlines in respect of traffic lights, signs, intersections, bus stops, pedestrian crossings and vehicle crossings; and vi. Are sited and planted to avoid compromising buildings, structures or infrastructure.
INF-P10	**Classification of roads** Classify roads according to the ~~Waka Kotahi~~ New Zealand Transport Agency Waka Kotahi's One Network Framework.
~~**INF-P11**~~	~~**Connections to roads**~~ ~~Enable safe and effective connections between sites and the transport network by requiring connections to roads to address:~~ ~~1. The One Network Framework classification, characteristics and operating speed of the road and the number and types of vehicles accessing the site;~~ ~~2. Opportunities to share and minimise the number of connections;~~ ~~3. Public health and safety including the safe functioning of the transport network and the safety of pedestrians, cyclists and micromobility device users; and~~ ~~4. Site or topography constraints including reduced visibility.~~
INF-P11~~12~~	**Infrastructure within roads** Encourage the use of roads for other infrastructure, including where it is accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors 2019.
INF-P12~~13~~	**Infrastructure within riparian margins** Provide for infrastructure within riparian margins where: 1. Natural character is maintained; and 2. The infrastructure activity is designed to minimise the adverse effects on the natural character.
Rules for Infrastructure - General	
INF-R1	**Operation, maintenance and repair, or removal of existing above and underground infrastructure and ancillary vehicle access tracks**
All Zones	1. Activity status: **Permitted** Where: a. All above ground structures that are no longer required for the operation of the infrastructure are removed within twelve months of being replaced or becoming redundant; b. Compliance is achieved with INF-S1; and c. Compliance is achieved with the following standards: i. In relation to existing underground infrastructure, INF-S2; ii. INF-S3; and iii. INF-NG-S18~~S12~~.

All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with INF-R1.1.a ~~and~~ or INF-R1.1.c cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P3, INF-P5 and INF-P6.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with INF-R1.1.b cannot be achieved.
INF-R2	**New underground infrastructure (including customer connections), and upgrading of existing underground infrastructure**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S1; and b. Compliance is achieved with the following standards: i. INF-S2; ii. INF-S3; iii. INF-S7; and iv. INF- NG-S18~~S12~~ Note: Aboveground ancillary structures are provided for in INF-R7.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with INF-R2.1.b cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P3, INF-P4, INF-P5 and INF-P12~~13.~~, and, specific to activities directly associated to the National Grid, INF-NG-P58, INF-NG-P61 and INF-NG-P62.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with INF-R2.1.a cannot be achieved.
INF-R3	**Upgrading of existing aboveground infrastructure**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S1; and b. Compliance with the following standards is achieved: i. INF-S3; ii. INF-S4; and iii. INF- NG-S18~~S12~~.

All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-R3.1.b cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5 and INF-P6.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with INF-R3.1.a cannot be achieved.
INF-R4	**New vehicle access tracks for infrastructure**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S3 and INF-S7.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R4.1 cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P5, INF-P6 and INF-P12~~13.~~, and, specific to activities directly associated to the National Grid, INF-NG-P58 and INF-NG-P62.
INF-R5	**New aboveground customer connections ~~line~~**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S5.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R5.1 cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P5 and INF-P6.
INF-R6	**Temporary infrastructure**
All Zones	1. Activity status: **Permitted** Where: a. All temporary infrastructure structures cease operating and are removed from the site within 12 months of the work commencing; b. Compliance is achieved with INF-S1; and

	c. Compliance is achieved with the following standards: i. INF-S3; ii. INF-S6; iii. INF-S7; iv. INF-S8; v. INF-S9; vi. INF-S10; vii. INF- NG-S18~~S12~~; and viii. INF-S14~~15~~.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-R6.1.a or INF-R6.1.c cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P3, INF-P5, INF-P6 and INF-P12~~13~~
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R6.1.b cannot be achieved.
INF-R7	**Infrastructure ~~S~~structures not otherwise managed by specific rules in this chapter ~~associated with infrastructure including~~:** 1. **Substations (including switching stations);** 2. **Transformers;** 3. **Gas transmission and distribution structures;** 4. **Energy storage batteries not enclosed by a building; ~~and~~** 5. **Communications kiosks~~.~~; ~~and~~** **6. Bus ~~S~~shelters; and** **7. Electric ~~V~~vehicle ~~C~~charging ~~S~~stations.**
All Zones	1. Activity status: **Permitted** Where: a. In the General Rural ~~Production, Rural Lifestyle~~ or General Industrial Zones, the maximum building and structure height standard for that Zone is complied with. In all other zones INF-S6 must be complied with; b. Any substation, ~~gas regulation valve and/or~~ takeoff station or energy storage batteries are set back at least 2m from a residential site side or rear boundary (but not a road boundary); c. Compliance is achieved with INF-S7, ~~and~~ INF-S14~~15~~ and INF-S16; and d. Compliance is achieved with INF-S1.
All Zones	2. Activity Status: **Restricted Discretionary**

	Where: a. Compliance with the requirements of INF-R7.1.a, INF-R7.1.b or INF-R7.1.c cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6, INF-P9, INF-P11 and INF-P1213., and, specific to activities directly associated to the National Grid, INF-NG-P58 and INF-NG-P62.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R7.1.d cannot be achieved.
INF-R8	**New infrastructure contained within existing buildings**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S1.
All Zones	2. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R8.1.a cannot be achieved.
INF-R9	**Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with the following standards: i. INF-S3; ii. INF-S6; iii. INF-S7; iv. INF-S8; and v. INF-NG-S18S12.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-R9.1.a cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P1213.
INF-R10	**New overhead lines and associated support structures that convey telecommunications or electricity below 110kV, and associated support structures.**
General Rural Zone	1. Activity status: **Permitted**

Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone Stadium Zone Tertiary Education Zone	Where: a. Compliance is achieved with the following standards: i. INF-S3; ii. INF-S6; iii. INF-S7; iv. INF-S8; and v. INF- NG-S18~~S12~~.
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone Stadium Zone Tertiary Education Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R10.1 cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P5, INF-P6 and INF-P12~~13.~~, and, specific to activities directly associated to the National Grid, INF-NG-P58 and INF-NG-P62.
All other Zones	3. Activity status: **Discretionary**

INF-R11	**Telecommunications or radiocommunication activities (not otherwise provided for by another rule in this table and not regulated by the NESTF)**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with the following standards: i. INF-S6; ii. INF-S7; iii. INF-S8; iv. INF-S9; v. INF-S10; and vi. INF-S12.; and ~~vii.INF-S15.~~ b. Compliance is achieved with INF-S1.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-R11.1 cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P5, INF-P7 and INF-P1213.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R11.1.b cannot be achieved.
INF-R12	**New telecommunications poles and new antennas (regulated by the NESTF that do not meet the permitted activity standards in those Regulations)**
All Zones	1. Activity status: **Controlled** Where: a. The width of any panel antenna does not exceed 0.8m; b. The diameter of any dish antenna located in the road reserve does not exceed: i. 0.6m in a residential zone; or ii. 0.9m in all other zones; c. The diameter of any dish antenna not located in the road reserve does not exceed: i. 0.6m in a residential zone; or ii. 2.0m in all other zones; d. Compliance is achieved with INF-S8; and e. Compliance is achieved with INF-S1. Matters of control are: 1. The functional and operational needs of, and benefits from, the infrastructure, including the potential impact on the levels of service or health and safety if the work is not undertaken; and 2. The amenity values of the relevant zone and the extent to which any adverse visual amenity effects can be managed.

All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R12.1.a, INF-R12.1.b, INF-R12.1.c and INF-R12.1.d cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P12~~13~~.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R12.1.e cannot be achieved.
INF-R13	**New antenna attached to a building (regulated by the NESTF that do not meet the permitted standards in the NESTF)**
All Zones	1. Activity status: **Controlled** Where: a. A new panel antenna does not exceed a maximum face area of $2m^2$; ~~and~~ b. The antenna does not exceed a height of 5m above the point of attachment to the building; c. In any residential zone, the lowest point at which the antenna is attached to the building is at least 15m above the ground; and d. INF-S1 is complied with. Matters of control are: 1. The functional and operational needs of, and benefits from, the infrastructure, including the potential impact on the levels of service or health and safety if the work is not undertaken; and 2. The amenity values of the relevant zone and the extent to which any adverse visual amenity effects can be managed.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R13.1.a, INF-R13.1.b or INF-R13.1.c cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5 and INF-P6.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R13.1.d cannot be achieved.
INF-R14	**New telecommunications cabinets (regulated by the NESTF that do not meet the permitted standards of the NESTF)**
All Zones	1. Activity status: **Controlled**

	Where: a. A single, standalone telecommunications cabinet does not exceed a footprint of 2.5m^2 or a height of 2m; b. A group of telecommunications cabinets do not exceed a footprint of 3m^2; and c. Compliance is achieved with INF-S7 and INF-S14~~15~~. Matters of control are: 1. The functional and operational needs of, and benefits from, the infrastructure, including the potential impact on the levels of service or health and safety if the work is not undertaken; and 2. The amenity values of the relevant zone and the extent to which any adverse visual amenity effects can be managed.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R14.1 cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P12~~13~~.
INF-R15	**Infrastructure buildings and structures not provided for by any other rule in this table**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with all bulk and location standards for the zone in which the building or structure is located; b. Compliance is achieved with INF-S7 and INF-S13~~14~~15; and c. Compliance is achieved with INF-S1.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-R15.1.a or INF-R15.1.b cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P12~~13.~~, and, specific to activities directly associated to the National Grid, INF-NG-P58, INF-NG-P61 and INF-NG-P62.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R15.1.c cannot be achieved.
INF-R16	**New electricity lines and associated support structures (including poles and towers) that convey electricity of 110kV or above**

All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P12~~13.~~, and, specific to activities directly associated to the National Grid, INF-NG-P58, INF-NG-P61 and INF-NG-P62.
INF-R17	**New aboveground pipelines (that are not customer connections)**
All Zones	1. Activity status: **Discretionary**
INF-R18	**New water, wastewater and stormwater pump stations**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with the following standards: i. INF-S2; ii. INF-S3; iii. INF-S6; iv. INF-S7; v. INF-S12; and vi. INF-S13~~14~~15.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R18.1 cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P3, INF-P5, INF-P6 and INF-P12~~13~~.
INF-R19	**New water treatment plants**
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone	1. Activity status: **Permitted** Where: a. Relevant zone bulk and location standards are complied with; and b. Compliance is achieved with the following standards: i. INF-S2; ii. INF-S3; iii. INF-S7; iv. INF-S12;and v. INF-S13~~14~~15.

Stadium Zone Tertiary Education Zone	
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone Port Zone Stadium Zone Tertiary Education Zone	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R19.1 cannot be achieved. Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P12~~13~~.
All other Zones	3. Activity status: **Discretionary**
INF-R20	**New wastewater treatment plants**
General Rural Zone Large Lot Residential Zone General Industrial Zone Light Industrial Zone Airport Zone Hospital Zone	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters set out in INF-P1, INF-P2, INF-P3, INF-P5, INF-P6 and INF-P12~~13~~.

Port Zone Stadium Zone Tertiary Education Zone	
All other Zones	2. Activity status: **Discretionary**
INF-R21	**Amateur radio configuration**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S7 and INF-S11; and b. Compliance is achieved with INF-S1.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of INF-R21.1.a cannot be achieved. Matters of discretion are: 1. The matters set out in INF-P8 and INF-P12~~13~~.
All Zones	3. Activity status: **Non-Complying** Where: a. Compliance with the requirements of INF-R21.1.b cannot be achieved.
~~INF-R22~~	~~**Buildings, structures and activities in the National Grid Yard**~~
~~All Zones~~	~~1. Activity status: **Permitted**~~ ~~Where:~~ ~~a. The activity is not a sensitive activity;~~ ~~b. The building or structure is not used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities); and~~ ~~c. The structure is a fence not exceeding 2.5m in height;~~ ~~d. The building is an uninhabited farm or horticultural structure or building (but not commercial greenhouses, protective canopies, wintering barns, produce packing facilities, or milking/dairy sheds (excluding ancillary stockyards and platforms);~~ ~~e. Alterations and additions to an existing building or structure for a sensitive activity, which does not involve an increase in the building height or building footprint; or~~ ~~f. An accessory building associated with an existing residential activity that is less than 10m^2 in footprint and 2.5m in height;~~ ~~g. Infrastructure undertaken by a network utility operator as defined in the Resource Management Act 1991 or any part of electricity infrastructure that connects to the National Grid; and~~ ~~h. Compliance is achieved with INF-S12.~~

~~All Zones~~	~~2. Activity status: **Non-complying**~~ ~~Where:~~ ~~a. Compliance with INF-R22.1 cannot be achieved.~~ ~~Notification status:~~ ~~An application for resource consent made in respect of rule INF-R22.2 is precluded from being publicly notified.~~ ~~Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.~~
INF-R22~~23~~	**Sensitive activities, including the erection of buildings for sensitive activities, within the Gas Transmission ~~Pipeline Corridor~~ Network**
All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The extent to which the proposed activities are likely to compromise the stability and integrity of the gas transmission ~~pipeline~~ network and the operation, maintenance and upgrading of the ~~pipeline~~ network; 2. The risk of hazards affecting public or individual safety, and the risk of property damage; 3. Measures proposed to avoid or mitigate potential adverse effects on the gas transmission ~~pipeline~~ network ; 4. The outcome of any consultation with the owner and operator of the gas transmission ~~pipelines~~ network; and 5. Whether the sensitive activity could be located a greater distance from the gas transmission ~~pipelines~~ network. Notification status: An application for resource consent made in respect of rule INF-R23 is precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on the owner and operator of the Gas Transmission ~~Pipeline~~ Network in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003. Note: 1. This rule also applies to the establishment of a sensitive activity in an existing building, or any change of land use to a sensitive activity. 2. If a resource consent application is made under this rule, the owner and operator of the gas transmission ~~pipelines~~ network will be considered an affected person in accordance with section 95E of the Act and notified of the application, where written approval is not provided.
~~INF-R24~~	~~**Connections to roads**~~
~~All Zones~~	~~1. Activity status: **Permitted**~~ ~~Where:~~ ~~a. The connection provides site access for sites with no driveway, on-site parking or loading; and~~ ~~b. Compliance is achieved with INF-S16;~~

	~~or~~ ~~c. The connection provides site access to an Urban Road (except a Transit Corridor) or a Rural Road (except National Highway) as identified in mapped in the road classification overlay; and~~ ~~d. Compliance is achieved with INF-S17.~~
~~All Zones~~	~~2. Activity status: **Restricted Discretionary**~~ ~~Where:~~ ~~a. Compliance with the requirements of INF-R24.1 cannot be achieved.~~ ~~Matters of discretion are:~~ ~~1. The matters in INF-P13.~~
INF-R23~~25~~	**New roads**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. Compliance is achieved with the following standards: i. INF-S3; ii. INF-S16~~18~~; and iii. Compliance with the requirements of New Zealand Standard NZS6806:2010 Acoustics — Road Traffic Noise — New and Altered Roads. Clause iii shall apply only to new roads predicted to carry at least 2,000 annual average daily traffic (AADT) at the design year. In circumstances where NZS6806:2010 Acoustics — Road Traffic Noise — New and Altered Roads does not apply, as listed in paragraph 1.3.1 of NZS6806:2010 Acoustics — Road Traffic Noise — New and Altered Roads. Matters of discretion are: 1. The classification of the proposed road and how the proposed aligns with INF-S12~~13; and~~ 2. Design of the road; and 3. Number, species and location of street trees, and any other planting conditions. Section 88 information requirements for applications: 1. Applications under this rule must provide, in addition to the standard information requirements: a. A detailed design road safety audit in accordance with the NZTA Road Safety Audit Procedures for Projects — Guidelines, Transfund New Zealand Manual No. TFM9 2013; and b. A classification assessment of the proposed road(s) against the ~~Waka Kotahi~~ New Zealand Transport Agency Waka Kotahi One Network Framework 2021.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with the requirements of INF-R25.1 cannot be achieved. Section 88 information requirements for applications:

	1. Applications under this rule must provide, in addition to the standard information requirements: a. A detailed design road safety audit in accordance with the NZTA Road Safety Audit Procedures for Projects — Guidelines, Transfund New Zealand Manual No. TFM9 2013; and b. A classification assessment of the proposed road(s) against the ~~Waka Kotahi~~ New Zealand Transport Agency Waka Kotahi One Network Framework 2021
INF-R24~~26~~	**Structures and vegetation near railway level crossings**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S15~~14~~.
All Zones	2. Activity status: **Discretionary**
Standards	
INF-S1	**Health and safety**
All Zones	1. The maximum exposure levels must not exceed the levels specified in NZS 2772:1999 'Radiofrequency Fields — Maximum exposure levels — 3kHz to 300 GHz.'; and 2. Infrastructure that emits electric and magnetic fields must comply with the International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time-varying electric and magnetic fields (1 Hz — 100 Hz), Health Physics 99(6):818-836; 2010, and the recommendations from the World Health Organisation monograph Environmental Health Criteria (No 238, 2007).
INF-S2	**Underground infrastructure**
All Zones	1. The utility structures must be located underground and must not be on or within a natural waterbody, except where it is: a. Attached to and/or incorporated within an existing bridge structure; b. Within an existing attached conduit or duct; or c. Installed beneath a waterbody (without disturbance of the bed). 2. For the installation or upgrading of pipelines, a gauge pressure of 2000 kilopascals must not be exceeded.
INF-S3	**Earthworks**
All Zones	1. Earthworks must not create a dust nuisance; 2. As soon as practical, but not later than three months after the completion of earthworks or stages of earthworks, the earthworks area must be stabilised with

	vegetation or sealed, paved, metalled or built over; 3. Trenching must be progressively closed and stabilised such that no more than 120m of continuous trench is exposed to erosion at any one time; 4. Land disturbed for the operation, repair, renewal, upgrading or maintenance of utilities must be stabilised by re-vegetation, grassing or other suitable means as soon as practicable after completion of the works to avoid erosion and scouring; and 5. Works must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.	
INF-S4	**Upgrading of aboveground infrastructure**	
All Zones	1. The realignment, relocation or replacement of a line, pipe (excluding a liquid petroleum or gas transmission ~~pipelines~~ network), telecommunication pole, pole, tower, conductor, switch, transformer or ancillary structure must be located within 5m of the existing structure; 2. A pole must not be replaced with a tower; 3. A replacement pole, tower or telecommunication pole must not exceed the height of the replaced pole or tower or telecommunication pole, or the maximum structure height provided for in INF-S8, whichever is higher; 4. The diameter or width of a replacement pole or telecommunications pole: a. Must not exceed twice that of the replaced pole at its widest point; or b. Where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed 4.2m; 5. A replacement tower's footprint must not exceed the width of the tower by more than 25%; 6. The upgrade must not include additional towers; 7. A maximum of two additional poles may be provided where it is necessary to achieve the conductor clearances required by NZECP 34:2001; and 8. The realignment, relocation or replacement of any other structure or building: a. Must be within 5m of the alignment or location of the original structure or building; b. Must not increase the footprint of the structure or building by greater than 30%.	
INF-S5	**New aboveground customer connections**	

All Zones	1. The connection must not exceed three additional poles; and 2. The diameter of conductors, lines, pipes or cables must not exceed ~~30mm~~43mm.	
INF-S6	**Structures**	
All Zones	1. The height of new buildings and structures must not exceed a maximum height of 3.5 metres; or 2. The maximum area of new buildings and structures is: a. 20m^2 in Residential Zones; or b. 30m^2 in all other Zones.	
INF-S7	**Riparian setbacks**	
All Zones	1. No infrastructure shall be located on or in land within 10 metres of the bed of any river. This setback does not apply to infrastructure that is located within formed legal road or crosses a river along a bridge, or for infrastructure that is installed via trenchless methods where: a. Access pits for the trenchless method does not exceed 1m^2; b. Erosion and sediment control measures are installed around the access pit; and c. The access pit is reinstated in a manner which achieves the same surface as prior to works taking place.	
INF-S8	**Height of electricity and telecommunication poles and associated antennas, lines and single pole support structures and meteorological masts**	
All Zones	1. Telecommunication poles, associated antennas, lines and single pole support structures, must not exceed a maximum height of the permitted height for the relevant zone, plus 5 metres; 2. A further 5 metres in height is afforded where two or more infrastructure providers are co-located on the same structure; 3. Meteorological masts must not exceed a maximum height of the permitted height for the relevant zone, plus 25 metres, except for a Residential Zone where the maximum height is the zone height; and 4. Where a telecommunication pole and associated antennas, lines and single pole support structure and meteorological masts are located on a site that is not road reserve and adjoins a Residential Zone boundary, the relevant building recession plane standard for that boundary must be complied with.	
INF-S9	**Antenna size**	
All Zones	1. A panel antenna: a. must not exceed a width of 0.7m; and	

	b. when in a road reserve, must fit within an envelope of 3.5m in length and 0.7m in width; 2. A dish antenna must not exceed a diameter of 1.2m; 3. Omni directional 'whip' or dipole antenna must not exceed: a. 1.6m in vertical length; b. 60mm in diameter; and c. 1.5m in horizontal length; 4. A headframe must not exceed: a. 2.5m in diameter in Residential Zones (except when located in a road); or b. 6m in diameter in all other zones.	
INF-S10	**Height of antenna attached to buildings**	
All Zones	1. If the antenna is attached to a vertical surface, the top of the antenna must not extend more than 5m above the top of that surface, directly above the point at which the antenna is attached to the building; or 2. In all other cases, the top of the antenna mist not be more than 5m above the point at which the antenna is attached to the building; and 3. If the building is in a Residential Zone, the lowest point at which the antenna is attached to the building must be at least 15m above the ground.	
INF-S11	**Amateur radio configurations**	
All Zones	1. Supporting structures and poles must comply with the following: a. Must not exceed 102mm in diameter; or b. A maximum of one support structure greater than 102mm where the maximum height of the supporting structure must not exceed the relevant zone building height, the horizontal diameter of the pole or supporting structure must not exceed 800mm, the structure must be set back 1.5m from any boundary, and any guy wires used to support the pole must not exceed 10mm in diameter; 2. Dish antennas located less than 5m above ground must not exceed a maximum horizontal diameter of 4m and must have a minimum boundary setback of 1m. Dish antennas situated more than 5m above ground have a maximum diameter of 1.2m; and 3. The maximum height of antennas mounted on buildings using a supporting structure less than 102mm diameter shall be 18m in the Residential Zones and 18m or the relevant permitted or actual Building Height	

	plus 5m (whichever is greatest) in all other Zones.	
~~INF-S12~~	**~~Buildings, structures and activities in the National Grid Yard~~**	
~~All Zones~~	~~1. The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions; or~~ ~~2. Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions.~~ ~~3. The building or structure must be located at least 12m from the outer visible edge of a foundation of a National Grid transmission line tower or pole, except where it:~~ ~~a. Is 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.~~ ~~b. Is 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:~~ ~~i. Is removable or temporary to allow a clear working space of 12m from the pole for maintenance; and~~ ~~ii. Allows all weather access to the pole and a sufficient area for maintenance equipment, including a crane; or~~ ~~iii. Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663.~~	-
INF-S12~~13~~	**Design of roads**	
	1. Roads must provide for traffic in accordance with Table 1 — INF: Design of Roads — One Network Framework; 2. Roads must be designed to achieve design speeds in accordance with Table 1 — INF: Design of Roads — One Network Framework; 3. Roads must have at least the minimum widths in accordance with Table 1 — INF:	

	Design of Roads — One Network Framework: a. Minimum total, legal width; and b. Minimum width to provide for: i. Pedestrians; ii. Cycling; iii. Micromobility; iv. Stationary vehicles including car parking, bus stops, loading areas as well as build outs for traffic calming or additional infrastructure; v. Vehicles; vi. Infrastructure; and vii. Street trees. 4. The maximum gradient of roads must be in accordance with Table 1 — INF: Design of Roads — One Network Framework; 5. Curves in roads must meet the following minimum values: a. K Values for crest vertical curves and sag vertical curves must be in accordance with Table 4 — INF: Road Vertical Curves and Horizontal Curves; and b. R Values for horizontal curves must be in accordance with Table 4 — INF: Road Vertical Curves and Horizontal Curves. 6. Street trees must be provided in accordance with: a. Table 1 — INF: Design of Roads — One Network Framework; b. Street trees must not be planted in the Infrastructure Berm; c. When street trees are required in accordance with Table 1 — INF: Design of Roads — One Network Framework, they must be provided in accordance with the number of trees per Size Class at Maturity set out in Table 2 — INF: Street Trees ~~and species in accordance with Table 3 — INF: Street Tree Species List~~; d. Street tree planting must meet the requirements set out in Table 2 — INF: Street Trees for the following: i. Horizontal Setback Distances from Underground Infrastructure; ii. Horizontal Setback Distances from Structures; iii. Minimum Berm Width; iv. Minimum Topsoil Depth; and v. Minimum Soil Volume. 7. Each street tree must be provided with a root barrier to a depth of 600mm below the surface; and 8. Streetlighting must be provided in accordance with the following:	

	a. Streetlighting must be designed in accordance with NZ Transport Agency document M30 Specification and Guidelines for Road Lighting Design (2014); b. Streetlighting lamps must be on the NZ Transport Agency List of M30 Approved Luminaires (2021); c. Streetlighting columns must be in accordance with the NZ Transport Agency M26:2012 and M26A:2017 Specification for Lighting Columns; and d. Streetlighting columns in Local Street, Activity Street, Main Street, Urban Corridor or Rural Road must be a minimum of 8m in height.	

Table 1 — INF: Design of Roads — One Network Framework

One Network Framework Classification	**Expected maximum vehicle volume (vehicles per day)**	**~~Target speed (km/h)~~**	**Maximum gradient**	**Minimum width (m)**							**Number of street trees**
				Footpath	**Cycles**	**Traffic** (must provide unhindered vehicle access including firetruck access)	• **Stationary vehicles (parking/ bus stop/loading) and** • **Build outs for cycle and micromobility parking, street trees** • **Passing bays**	**Infrastructure berm**	**Street tree berm**	**Legal width**	
Urban											

Local Street M5 P3 No Vehicle Access at Frontage	250	~~10~~	12.5%	2 x 1.8	0	1 x 3.5	1 x 2.5 (alternating sides of road)	2 x 1.0	0	11.6	As per Table 2 – INF: Street Trees

Typical Plan and Cross Section

Local Street M5 P3	1000	~~30~~	12.5%	2 x 1.8	0	2 x 2.9	0	2 x 1.0	2 x 2.0	15.4	As per Table 2 – INF: Street Trees

Typical Plan and Cross Section

Local Street M5 P4 [e.g. Bickerton Rise, Churton Park]	2000	~~30~~	12.5%	2 x 1.8	0	2 x 3.0	1 x 2.2	2 x 1.0	2 x 2.0	17.8	As per Table 2 – INF: Street Trees

Typical Plan and Cross Section

Local Street M4 [e.g. Washington Avenue, Brooklyn]	3000	~~50~~	12.5%	2 x 1.8	2 x 1.8 (cycle lane)	2 x 3.0	2 x 2.6	2 x 1.0	2 x 2.0	24.4	As per Table 2 – INF: Street Trees

Typical Plan and Cross Section

Civic Space [e.g. Cuba Mall, Civic Square]		Discretionary resource consent required

Activity Street [e.g. Ottawa Rd, Ngaio]	8000	~~30-50~~	5%	2 x 2.4	2 x 1.8 (cycle lane)	2 x 3.2	2 x 2.6	2 x 1.0	2 x 2.0	26.0	As per Table 2 – INF: Street Trees

Typical Plan and Cross Section

Main Street [e.g. Johnsonville Rd, Johnsonville]	8000	~~30~~	5%	2 x 3.0	2 x 2.0	2 x 3.2	2 x 2.6	2 x 1.0	2 x 2.0	27.6	As per Table 2 – INF: Street Trees
Typical Plan and Cross Section  											
City Hub [e.g. Lambton Quay]		Discretionary resource consent required									

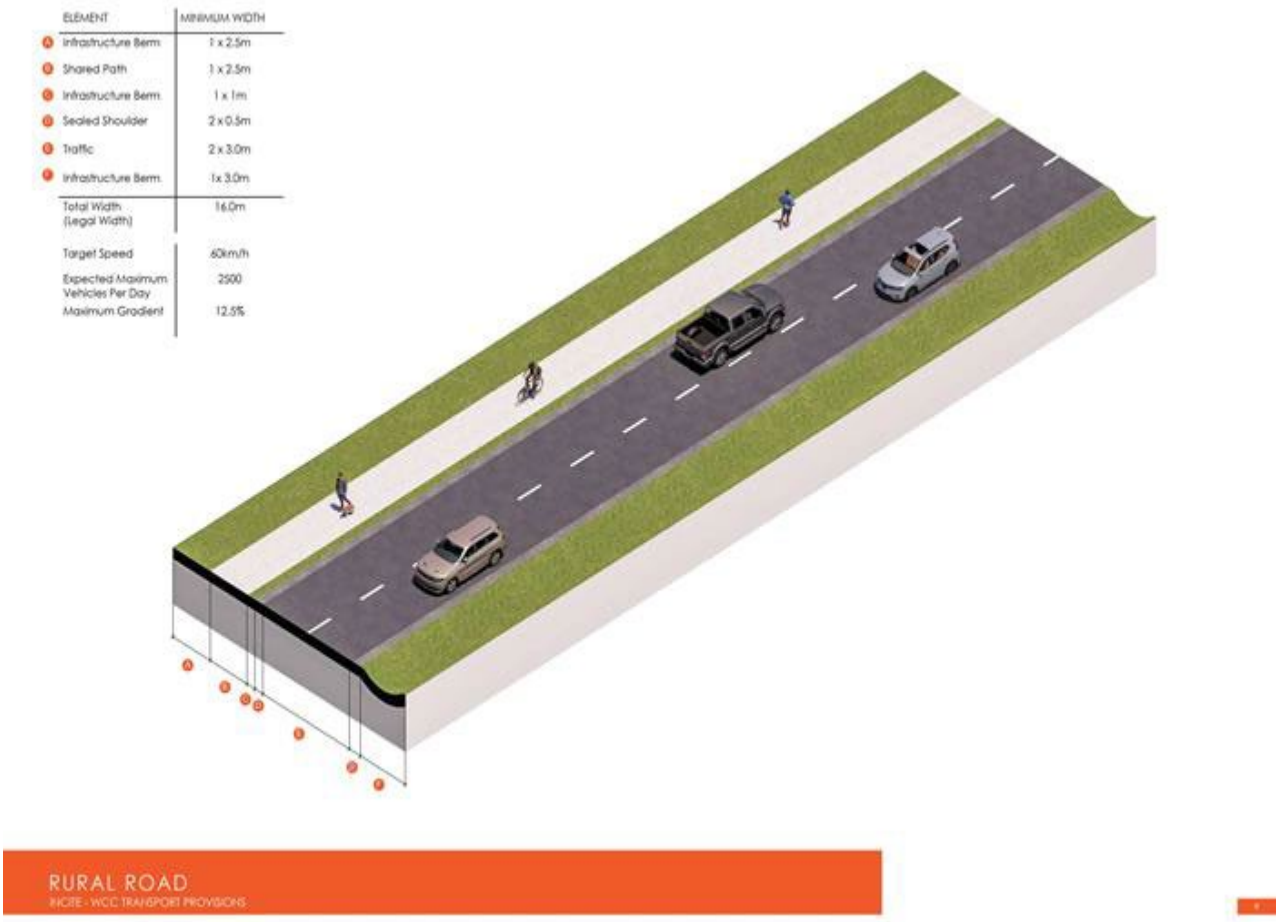
Urban Connector [e.g. Burma Rd, Middleton Rd]	8000	~~50~~	12.5%	2 x 1.8	2 x 2.0	2 x 3.2	2 x 2.6	2 x 1.0	2 x 2.0	25.2	As per Table 2 – INF: Street Trees

Typical Plan and Cross Section

Transit Corridor [e.g. Hutt Rd, Wellington]		Discretionary resource consent required
Rural		
Rural Stopping Place		Discretionary resource consent required

Rural Road [e.g. Takarau Gorge Rd]	2500	~~60~~	12.5%	1 x 2.5 (shared, separated path)	0	2 x 3.0	2 x 0.5 (sealed shoulder)	1 x 2.5 (between property boundary and path) 1 x 1.0 (between path and road shoulder 1 x 3.0 (side without path)	NA	16.0	NA

Typical Plan and Cross Section



Peri-urban Road		Discretionary resource consent required
Rural Connector		Discretionary resource consent required
National Highway		Discretionary resource consent required

Table 2 — INF: Street Trees

Size class at maturity (Stem diameter at 1.5m above ground)	Height at maturity	Minimum number of trees per 100m of road	Horizontal setback distances from underground infrastructure (m)		Horizontal setback distances from structures (m)			Minimum berm Width (m)	Minimum topsoil depth (m)	Minimum soil volume (m^3)
			• Manholes, drainage catchments, surface openings for underground infrastructure; • Trunk water mains; • Stormwater pipes >300mm diameter; • Sewer pipes >300mm diameter; • Distribution gas pipelines; and • Distribution or customer connection electricity lines	• Transmission gas pipelines; and • Transmission electricity lines	• Hard surfaces (footpaths etc); • Road kerbs; • Vehicle crossings; and • Masonry walls	• Pavers; • Lightly loaded structures (bus shelters, garages etc); and • Heavily loaded structures (houses etc)	• Street lights			
<300mm ~~Tree species must be selected from the list in Table 3 — INF: Street Tree Species List~~	3-8	4	0.50	4.0	0.6	0.7	5.0	1.5	0.5	10.0
300 - 600mm ~~Tree species must be selected from~~	5-10	4	1.5	4.0	1.0	1.5	5.0	2.0	0.6	12.0

~~the list in Table 3 — INF: Street Tree Species List~~										

~~Table 3 — INF: Street Tree Species List~~

~~Botanical name~~	~~Common name~~	~~Size class~~	~~Height (m)~~
~~Acer campestre~~	~~Field Maple~~	~~<300mm~~	~~8~~
~~Alnus Cordata~~	~~Italian Alder~~	~~<300mm~~	~~8~~
~~Arbutus unedo~~	~~Strawberry Tree~~	~~<300mm~~	~~8~~
~~Banksia integrifolia~~	~~Coast Banksia~~	~~<300mm~~	~~8~~
~~Dodonaea viscosa~~	~~Ake Ake~~	~~<300mm~~	~~3~~
~~Fraxinus griffithii~~	~~Evergreen Ash~~	~~<300mm~~	~~5~~
~~Leptospermum nitidum~~	~~Tea Tree~~	~~<300mm~~	~~5~~
~~Liriodendron Tulipfera Fastigiatum~~	~~Upright Tulip Tree~~	~~<300mm~~	~~8~~
~~Melia Azedarach~~	~~Persian Lilac~~	~~300mm~~	~~8~~
~~Olea europaea~~	~~European Olive~~	~~<300mm~~	~~5~~
~~Parrotia persica~~	~~Persian Ironwood~~	~~<300mm~~	~~5~~
~~Sophora microphylla~~	~~Kowhai~~	~~<300mm~~	~~8~~
~~Sophora tetraptera~~	~~Large-leaved Kowhai~~	~~<300mm~~	~~8~~
~~Sorbus aucuparia~~	~~Mountain Ash~~	~~<300mm~~	~~5~~
~~Acer negundo~~	~~Box Maple~~	~~300 - 600mm~~	~~10~~
~~Cordyline australis~~	~~Cabbage Tree~~	~~300 - 600mm~~	~~8~~
~~Eucalyptus ficifolia~~	~~Red Flowering Gum~~	~~300 - 600mm~~	~~8~~
~~Fraxinus oxycarpa~~	~~Claret Ash~~	~~300 - 600mm~~	~~10~~
~~Ginkgo biloba~~	~~Maidenhair Tree~~	~~300 - 600mm~~	~~10~~
~~Ginkgo biloba "Fastigiata"~~	~~Upright Maidenhair Tree~~	~~300 - 600mm~~	~~10~~
~~Knightia excelsa~~	~~Rewarewa~~	~~300 - 600mm~~	~~10~~
~~Liquidambar styraciflua~~	~~American Sweetgum~~	~~300 - 600mm~~	~~10~~
~~Liriodendron Tulipfera~~	~~Tulip Tree~~	~~300 - 600mm~~	~~10~~
~~Platanus Acerifolia~~	~~London Plane~~	~~300 - 600mm~~	~~10~~
~~Platanus Orientalis~~	~~Oriental Plane~~	~~300 - 600mm~~	~~10~~
~~Taxodium Distichum~~	~~Swamp Cypress~~	~~300 - 600mm~~	~~10~~
~~Ulmus carpinifolia~~	~~Smooth Leaved Lime~~	~~300 - 600mm~~	~~10~~
~~Ulmus Hollandica~~	~~Upright Elm~~	~~300 - 600mm~~	~~10~~
~~Zelkova serrata~~	~~Zelkova~~	~~300 - 600mm~~	~~10~~

Table 4 — INF: Road Vertical Curves and Horizontal Curves

Operating speed (km/h)	Minimum K value for Crest Vertical Curves	Minimum K value for Sag Vertical Curves	Minimum R value for Horizontal Curves
≤20	15	3	20
21-30	17	3	30
31-40	20	3	40
41-50	33	4	50
51-60	50	6	Specific design
61-70	71	8	Specific design
71-80	100	10	Specific design

INF-S13~~14~~	**Sight Triangles for Railway Level Crossings**	
	Buildings, structures, plantings or other visual obstructions must not be located within the restart sightline areas of railway level crossings as shown in the shaded areas of Figure 1 — INF: Restart Sightlines and Figure 2 – INF: Approach Sightlines below.	Assessment criteria where the standard is infringed: 1. Effects on the safety and efficiency of rail and road transport.

Figure 1 — INF: Restart Sightlines

Figure 1 – INF: Restart Sightlines

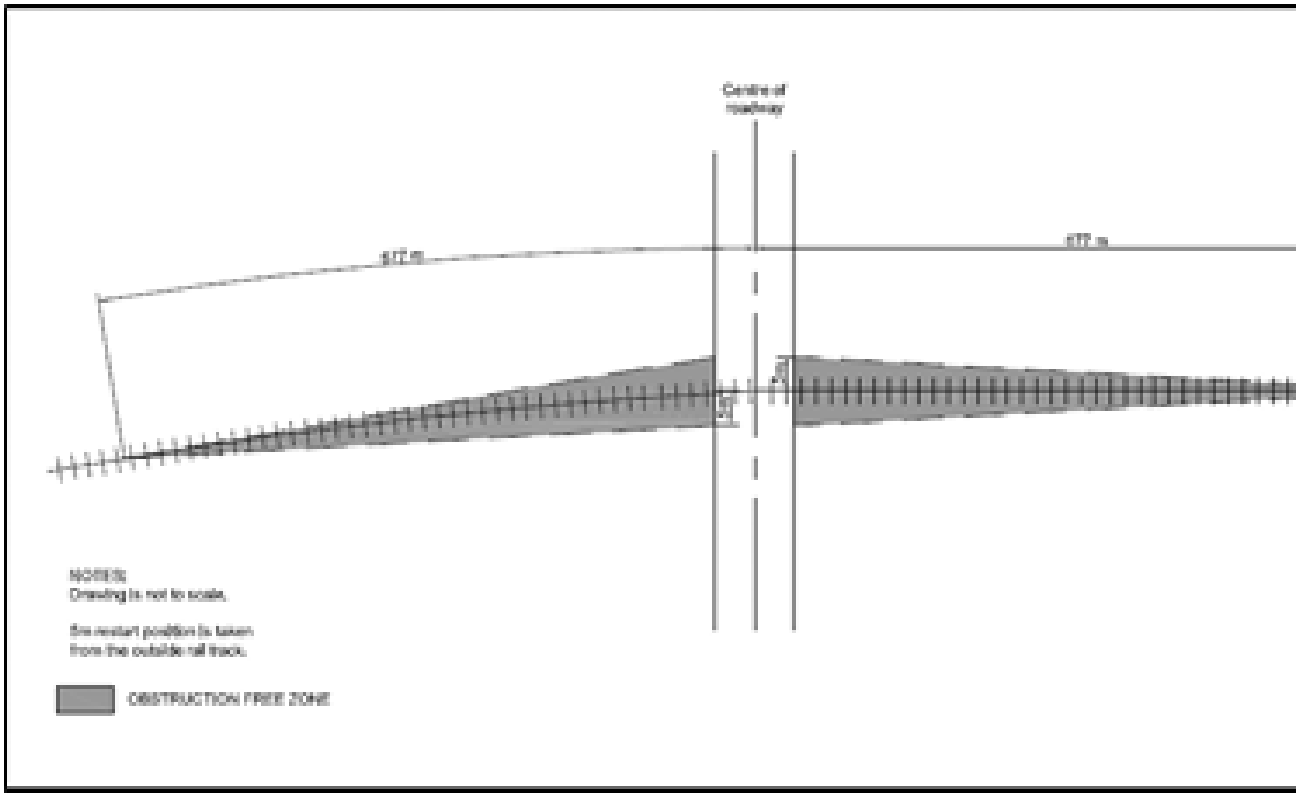
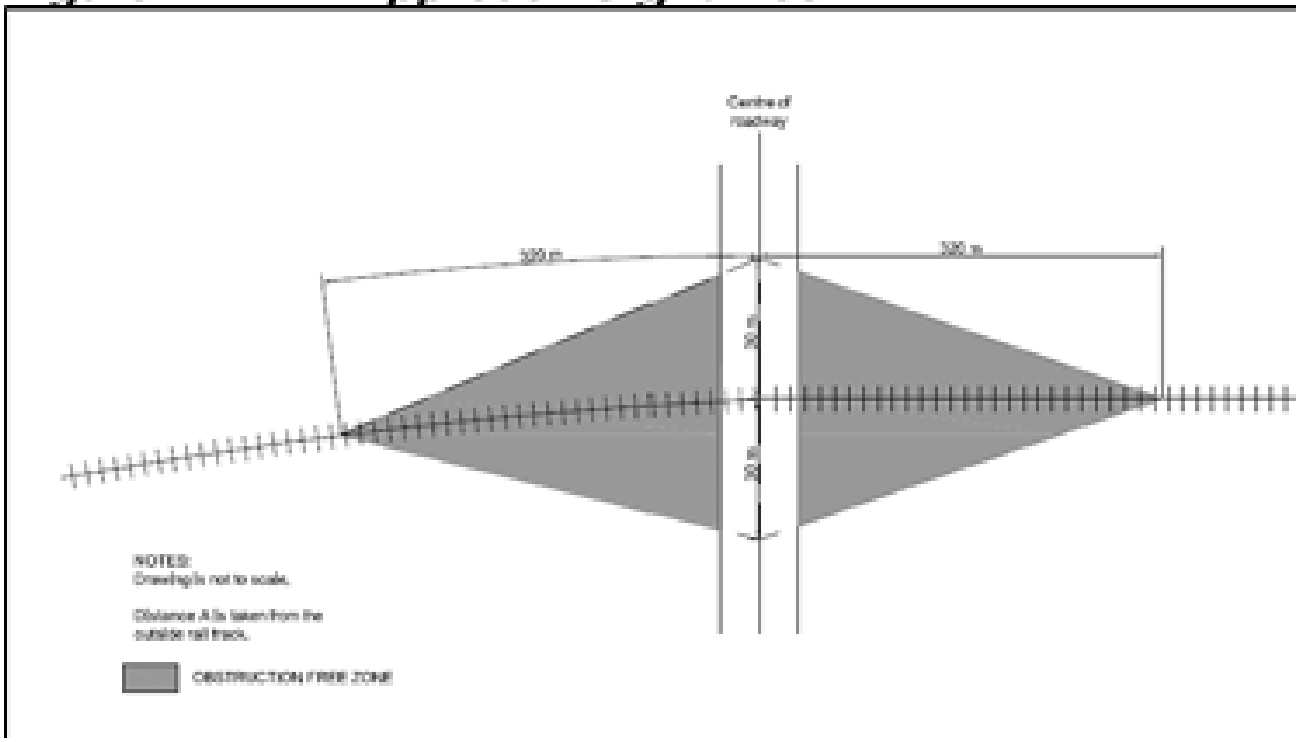


Figure 2 – INF: Approach Sightlines



~~INF-S14~~15	~~Connection to roads - sites with pedestrian, cycling and micromobility site access only~~	
-	~~1. For sites with frontage to a road:~~	-

	a. The direct legal road frontage must have a width of at least 1.8m. 2. For sites with no frontage to a road: a. Access must be provided to a road via an access easement with a width of at least 1.8m.	
INF-S16	**Connection to roads - driveways**	
-	1. The number of vehicle crossings per site must not exceed one; 2. The minimum design vehicle for a vehicle crossing is a 5.20m x 1.94m vehicle (99th percentile vehicle); 3. For Urban Roads, the length of a vehicle crossing parallel to the road must be no more than: a. 3m for Driveways Level 1; or b. 6m for Driveways Level 2 and 3. 4. For Rural Roads: a. The vehicle crossing must be sealed between the road carriageway and the property boundary; and b. The entry and exit turn radius of the vehicle crossing must each be at least 9.0m; 5. Where the vehicle crossing incorporates a pedestrian, cycling or micromobility path, the crossfall of the path must meet not exceed 2.5%; 6. The vehicle crossing for a site with frontage to two or more roads must connect to the road with the lower number of vehicle movements per day; Vehicle crossings must not be located within 10m of an intersection tangent point as shown as the heavy line between Points A and B in Figure 2 — INF: Vehicle Crossings in Relation to Intersections. In addition, vehicle crossings for Driveways Level 2 and 3 must not be located at the top of a T-intersection as shown as the heavy line between Points C and D in Figure 2 — INF: Vehicle Crossings in Relation to Intersections; 7. The distance from vehicle crossings to railway crossings must be at least 30m, measured from the nearest edge of the vehicle crossing to the nearest railway track; 8. Connections to the road reserve must provide clear visibility splays for pedestrian safety from 1.0m above ground level as shown in Figure 3 — INF: Driveway Visibility Splays and Sight Distances. Driveways Levels 2 and 3 must provide the visibility splay on the left hand exit side only. For Driveways Level 1 where the driveway is within 2.0m of the adjoining property boundary, the visibility splay is not	-

	required if a 75mm high speed hump is installed 1.0m from the road boundary; 9. Sight distances from vehicle crossings as shown in Figure 3 — INF: Driveway Visibility Splays and Sight Distances; and 10. Must comply with Table 5 — INF: Minimum Sight Distances at Vehicle Crossings. Note: Limited Access Roads may have additional or different requirements under the Government Roading Powers Act 1989.	

Figure 2 — INF: Vehicle Crossings in Relation to Intersections

Figure 3 — INF: Driveway Visibility Splays and Sight Distances

Table 5 — INF: Minimum Sight Distances at Vehicle Crossings

Frontage speed limit (km/h)	Driveway level 1 Minimum sight distance (m) (see Figure 3 — INF: Driveway Visibility Splays and Sight Distances)	Driveways levels 2 & 3 Minimum sight distance (m) (see Figure 3 — INF: Driveway Visibility Splays and Sight Distances)
30	25	25
40	30	35
50	40	45
60	55	65
70	70	85
80	96	105

INF—S17	Intersections	
-	1. Intersections must be designed to ensure safe connectivity of roads for all road users and must take into account the expected traffic flows once development is complete; 2. Intersections must be formed at 90°; and 3. Minimum sight distances at intersections as shown in Figure 4 — INF: Sight Distances at Intersections must comply with Table 6 — INF: Minimum Sight Distances at New Intersections.	-

Figure 4 — INF: Sight Distances at Intersections

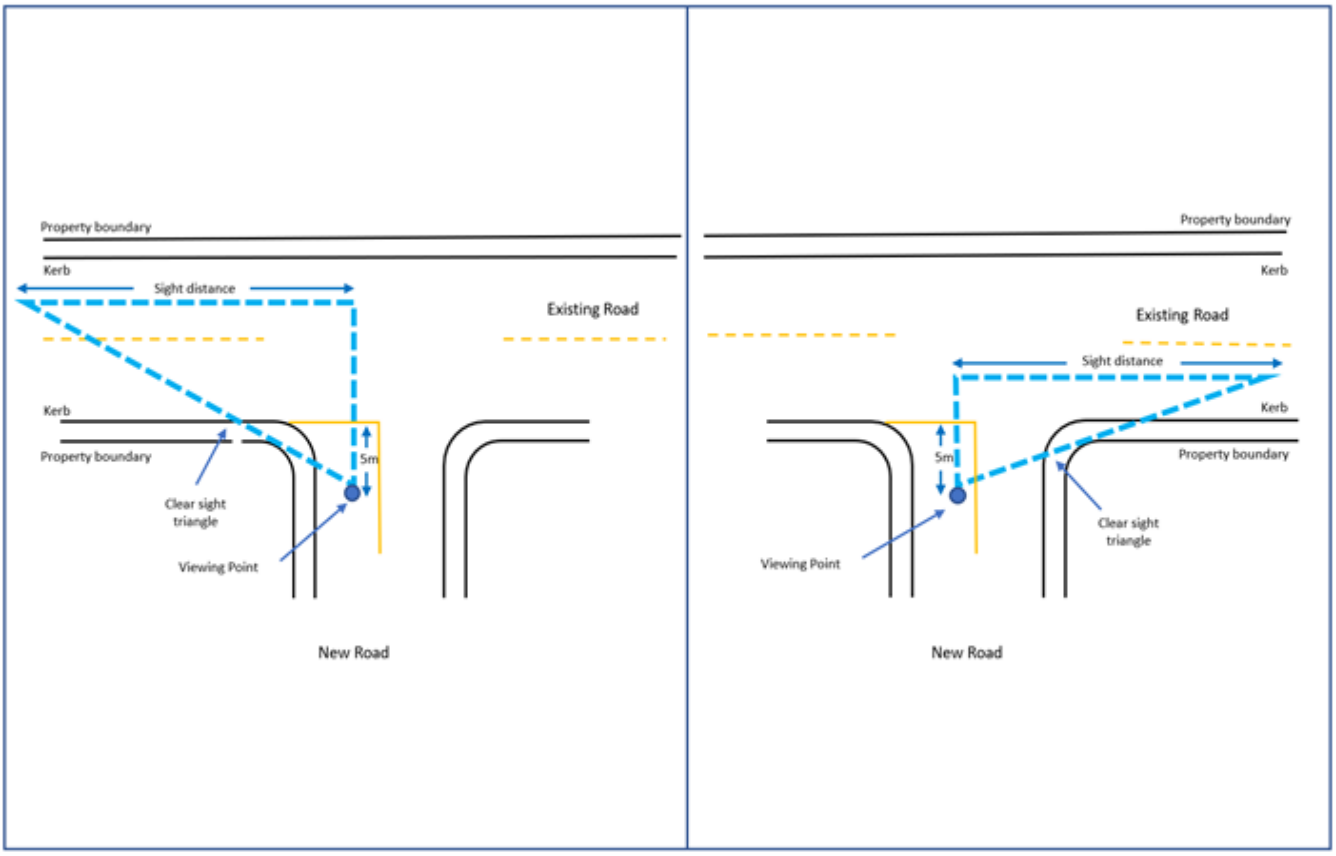


Table 6 — INF: Minimum Sight Distances at New Intersections

Operating speed (km/h) of Existing Road	**Minimum sight distance (m) (see Figure 4 — INF: Sight Distances at Intersections)**
<30	50
≤31-40	75
41-50	100
51-60	125
61-70	150
71-80	180

INF-S1516<u>18</u>	**Cabinets, electric vehicle charging stations, temporary infrastructure and temporary electricity generators and self-contained power units to supply existing infrastructure, bus shelters and any other infrastructure structure or infrastructure building not otherwise provided for that are located within the road reserve or rail corridor**	
	1. The structure must not exceed: a. Maximum height above ground level of 2.5m; and b. Maximum footprint of 6m^2.	Assessment criteria where the standard is infringed: 1. Local, regional and national benefits of the infrastructure or community facilities; 2. Any adverse effects on the streetscape and the amenity values of the area; 3. The amenity of adjoining sites;

		4. Traffic and pedestrian safety including sightlines and visibility of traffic signage; 5. Design and siting of the infrastructure or community facilities; 6. Any operational or functional needs of the infrastructure or community facilities; and 7. Any topographical and other site constraints that make compliance with the permitted standard impracticable.

This entire chapter has been notified using the RMA Part One, Schedule 1 process (**P1 Sch1**).

Tūāhanga — Takutai Moana

Infrastructure — Coastal Environment

INF-CE	Infrastructure — Coastal Environment

Introduction

This sub-chapter applies to infrastructure within the Coastal Environment, including the mapped Moa Point Seawall Area. It applies in addition to the principal Infrastructure chapter.

Note: The objectives of the Infrastructure chapter apply.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land.
Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.
~~Trees — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.~~

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Policies - Infrastructure	
Infrastructure — Coastal Environment	
INF-CE-P14	**Operation, maintenance and repair of existing infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal and riparian margins.** Allow the operation, maintenance, repair and upgrading of existing infrastructure and for new infrastructure within the coastal environment.
INF-CE-P15	**Operation, maintenance and repair of existing infrastructure within the coastal environment:** • **Within high coastal natural character areas.** Provide for the operation, maintenance and repair of existing infrastructure within high coastal natural character areas where:

	1. Related earthworks are of a scale that maintains or restores the identified values described in SCHED12; and 2. Any significant adverse effects on the natural character are avoided and any other adverse effects on the natural character are avoided, remedied or mitigated.
INF-CE-P16	**Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, and Port Zones, and the mapped Moa Point Seawall Area that is Natural Open Space Zone:** • **Within coastal and riparian margins.** Allow for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport , and Port Zones, and the mapped Moa Point Seawall Area that is Natural Open Space Zone.
INF-CE-P17	**Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone):** • **Within coastal and riparian margins.** Provide for the operation, maintenance and repair of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Rural Zone and Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone), where: 1. Related earthworks are of a scale that maintains or restores the natural character; and 2. Any significant adverse effects on the natural character are avoided and any other adverse effects on the natural character are avoided, remedied or mitigated.
INF-CE-P18	**Upgrading of existing infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal and riparian margins.** Allow the upgrading of existing infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal and riparian margins.
INF-CE-P19	**Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve:** • **Within high coastal natural character areas.** Provide for the upgrading of existing infrastructure within high coastal natural character areas where the infrastructure is located underground or within an existing road reserve.
INF-CE-P20	**Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve:** • **Within high coastal natural character areas.** Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve within high coastal natural character areas where: 1. The activity is of a scale that maintains or restores the identified values described in SCHED12~~13~~ or the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need ~~or operational need~~ for the activity to be undertaken inside a high coastal natural character areas.

INF-CE-P21	**Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones , and the mapped Moa Point Seawall Area that is Natural Open Space Zone:** • **Within coastal and riparian margins.** Allow for the upgrading of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones, and the mapped Moa Point Seawall Area that is Natural Open Space Zone.
INF-CE-P22	**Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone) that is located underground or within an existing road reserve:** • **Within coastal and riparian margins.** Provide for the upgrading of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Rural Zones and Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone) where the infrastructure is located underground or within an existing road reserve.
INF-CE-P23	**Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone) that is located aboveground and outside an existing road reserve:** • **Within coastal and riparian margins.** Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve in the Rural Zone and Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone) within riparian margins and coastal margins in the coastal environment where: 1. The activity is of a scale that maintains or restores the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken within coastal margins or riparian margins in the coastal environment.
INF-CE-P24	**New infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal and riparian margins.** Allow for new infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal margins and riparian margins.
INF-CE-P25	**New infrastructure within the coastal environment:** • **Within high coastal natural character areas; or within coastal and riparian margins.** Only allow for new infrastructure within high coastal natural character areas and within coastal margins and riparian margins in the coastal environment, where: 1. In SCHED 12 areas, t~~T~~he activity is of a scale that maintains or restores the identified values described in SCHED12 ~~or the natural character~~; 2. In other areas not identified in SCHED 12, the activity is of a scale that maintains or restores where appropriate the natural character 3. Any significant adverse effects on high coastal natural character areas or coastal and riparian margins are avoided and any other adverse effects on high coastal natural character areas or coastal and riparian margins are avoided, remedied or mitigated; and 4. There is a functional or operational need for the activity to be undertaken within these areas.

INF-CE-P26	**Operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment** Allow for the operation, maintenance, repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment.
INF-CE-P27	**Upgrading of existing National Grid (NG) & Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; or** • **Outside of coastal margins or riparian margins.** Allow for the upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal margins or riparian margins.
~~**INF-CE-P28**~~	~~**Upgrading of existing National Grid (NG) infrastructure within the coastal environment:**~~ ~~• **Within high coastal natural character areas; or**~~ ~~• **Within coastal and riparian margins.**~~ ~~Provide for the upgrading of existing National Grid (NG) infrastructure within high coastal natural character areas or within coastal margins and riparian margins in the coastal environment where:~~ ~~1. The activity is of a scale that maintains or restores the identified values described in SCHED12 for natural character;~~ ~~2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and~~ ~~3. There is a functional need or an operational need for the activity to be undertaken inside a high coastal natural character areas or within coastal margins or riparian margins in the coastal environment.~~
INF-CE-P28~~29~~	**Upgrading of existing Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment that is located underground or within an existing road reserve:** • **Within high coastal natural character areas; or** • **Within coastal and riparian margins.** Provide for the upgrading of existing Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within high coastal natural character areas; or within coastal margins and riparian margins where the infrastructure is located underground or within an existing road reserve.
INF-CE-P29~~30~~	**Upgrading of existing Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment that is located aboveground and outside an existing road reserve:** • **within High Coastal Natural Character Areas; or** • **within coastal and riparian margins** Only allow for the upgrading of existing Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within High Coastal Natural Character Areas; or within coastal margins and riparian margins in the coastal environment that is located above ground or outside an existing road reserve where: 1. The activity is of a scale that maintains or restores the natural character;

	2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or an operational need for the activity to be undertaken inside a High Coastal Natural Character Area or within coastal margins or riparian margins in the coastal environment.
INF-CE-P3031	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; or** • **Outside of coastal or riparian margins.** Allow for new ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal or riparian margins.
~~**INF-CE-P32**~~	~~**New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment:**~~ ~~• **Within high coastal natural character areas; or**~~ ~~• **Within coastal and riparian margins.**~~ ~~Only allow for new National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within high coastal natural character areas and within coastal margins and riparian margins in the coastal environment where:~~ ~~1. The activity is of a scale that maintains or restores the identified values described in SCHED12 or the natural character;~~ ~~2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and~~ ~~3. There is a functional or operational need for the activity to be undertaken inside a high coastal natural character areas or within coastal margins or riparian margins in the coastal environment.~~

Rules - Infrastructure activities	
INF-CE-R27	**Operation, maintenance, repair of existing infrastructure, and customer connections within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal and riparian margins.**
All Zones	1. Activity status: **Permitted**
INF-CE-R28	**Operation, maintenance and repair of existing infrastructure within the coastal environment:** • **Within high coastal natural character areas.**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S3.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with INF-S3 cannot be achieved.

	Matters of discretion are: 1. The matters in INF-CE-P15 and CE-P5; and 2. The matters in PA-P1 and PA-P2.
INF-CE-R29	**Operation, maintenance and repair of existing infrastructure within the coastal environment:** • **Within coastal or riparian margins.**
Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones and the mapped Moa Point Seawall Area that is Natural Open Space Zone	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S1; and b. Compliance is achieved with the following standards: i. In relation to existing underground infrastructure, INF-S2; and ii. INF-S3. c. For alterations, additions, or upgrades to existing hard engineering hazard mitigation structures (seawalls) located in the mapped area of Natural Open Space Zone located between Lyall Bay and Moa Point compliance with the following standard is achieved: i. INF-CE-S16
Rural Zones, Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone)	2. Activity status: **Permitted** Where: a. Compliance is achieved with INF-S3.
Rural Zones, Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone)	3. Activity status: **Restricted Discretionary** Where: a. Compliance with INF-CE-R29.2 cannot be achieved. Matters of discretion are: 1. The matters in INF-CE-P16 and CE-P6; and 2. The matters in PA-P1 and PA-P2.
INF-CE-R30	**Upgrading of existing infrastructure and new infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and**

	• **Outside of coastal and riparian margins.**
All Zones	1. Activity status: **Permitted**
INF-CE-R31	**Upgrading of existing infrastructure within the coastal environment:** • **Within coastal or riparian margins.**
Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones, the mapped Moa Point Seawall Area that is Natural Open Space Zone	1. Activity status: **Permitted**
Rural Zones Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone)	2. Activity status: **Permitted** Where: a. The infrastructure is located underground; or b. The infrastructure is located within an existing road reserve.
Rural Zones, Open Space and Recreation Zones (excluding the mapped Moa Point Seawall Area that is Natural Open Space Zone)	3. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-CE-R31.2 cannot be achieved. Matters of discretion: 1. The matters in INF-CE-P18 and CE-P7; and 2. The matters in PA-P1 and PA-P2.
INF-CE-R32	**Upgrading of existing infrastructure within the coastal environment:** • **Within high coastal natural character areas.**
All Zones	1. Activity status: **Restricted Discretionary** Where:

	a. The infrastructure is located underground; or b. The infrastructure is located within an existing road reserve. Matters of discretion are: 1. The matters in INF-CE-P~~17~~20.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of INF-CE-R32.1 cannot be achieved.
INF-CE-R33	**New infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal and riparian margins**
All Zones	1. Activity status: **Permitted**
INF-CE-R34	**New infrastructure within the coastal environment:** • **Within high coastal natural character areas; or** • **Within coastal or riparian margins**
All Zones	1. Activity status: **Discretionary**
~~Policies - National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC)~~	
~~Rules - National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC)~~	
INF-CE-R35	**Operation, maintenance, repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure:** • **Within the coastal environment.**
All Zones	1. Activity status: **Permitted**
INF-CE-R36	**Upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal margins or riparian margins.**
All Zones	1. Activity status: **Permitted**
~~INF-CE-R37~~	**~~Upgrading of existing National Grid (NG) infrastructure within the coastal environment:~~** **~~• Within high coastal natural character areas; or~~** **~~• Within coastal or riparian margins.~~**
~~All Zones~~	~~1. Activity status: **Restricted Discretionary**~~ ~~Matters of discretion are:~~ ~~1. The matters in INF-CE-P23, CE-P5, CE-P6 and CE-P7; and~~ ~~2. The matters in PA-P1 and PA-P2.~~
INF-CE-R37~~38~~	**Upgrading of existing Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment:**

	• **Within high coastal natural character areas; or** • **Within coastal or riparian margins.**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. The infrastructure is located underground; or b. The infrastructure is located within an existing road reserve. Matters of discretion are: 1. The matters in INF-CE-P23, CE-P5, CE-P6 and CE-P7; and 2. The matters in PA-P1 and PA-P2.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with INF-CE-R38 cannot be achieved.
INF-CE-R38~~39~~	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal or riparian margins.**
All Zones	1. Activity status: **Permitted**
INF-CE-R39~~40~~	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment:** • **Within high coastal natural character areas; or** • **Within coastal or riparian margins.**
All Zones	1. Activity status: **Discretionary**

Standards		
INF-CE-S16	**Hard engineering hazard mitigation structures (seawalls) located between Lyall Bay and Moa Point**	
All Zones	1. Addition and alteration to, or upgrade of hard engineering hazard mitigation structures (seawalls) located between Lyall Bay and Moa Point: a. Any addition shall add no more than 1m in vertical projection to the structure, as it existed on the date on [insert date plan is made operative].	Assessment criteria where the standard is infringed: 1. The extent to which the additional height is necessary for the hard engineering hazard mitigation structure (seawall) to protect the adjacent regionally significant infrastructure.

This entire chapter has been notified using the RMA Part One, Schedule 1 process (P1 Sch1).

Tūāhanga — Ngā Hanga Māori me Ngā Nohopae

Infrastructure — Natural Features and Landscapes

INF-NFL	Infrastructure — Natural Features and Landscapes

Introduction

This sub-chapter applies to infrastructure within Natural Features and Landscape Overlays. It applies in addition to the principal Infrastructure Chapter.

Note: The objectives of the Infrastructure Chapter apply.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land.
Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.
~~Trees — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.~~

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Policies	
Infrastructure — Natural Features and Landscapes	
INF-NFL-P31~~38~~	**Operation, maintenance and repair of existing infrastructure within ridgelines and hilltops** Allow for the operation, maintenance and repair of existing infrastructure within ridgelines and hilltops.
INF-NFL-P32~~39~~	**Operation, maintenance and repair of existing infrastructure within special amenity landscapes (including within the coastal environment)**

	Allow for the operation, maintenance and repair of existing infrastructure located within special amenity landscapes where: 1. Associated earthworks and vegetation removal are of a scale that maintains or restores the identified values as described in ~~SCHED12~~SCHED11.
INF-NFL-P33~~40~~	**Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment)** Allow for the operation, maintenance and repair of existing infrastructure located within outstanding natural features and outstanding natural landscapes where: 1. Associated earthworks and vegetation removal are of a scale that protects the identified values described in ~~SCHED11~~SCHED10.
INF-NFL-P34~~41~~	**Upgrading of existing infrastructure within ridgelines and hilltops** Allow for the upgrading of existing infrastructure within ridgelines and hilltops where: 1. The activities is compliant with the underlying infrastructure provisions; and 2. Any adverse effects on the visual amenity and landscape values ~~can~~ will be managed.
INF-NFL-P35~~42~~	**Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road.** Allow for the upgrading of existing infrastructure within a special amenity landscape area where the infrastructure is located underground or within an existing legal road.
INF-NFL-P36~~43~~	**Upgrading of existing infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road** Provide for the upgrading of existing infrastructure that is located above ground and outside an existing legal road within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in ~~SCHED12~~SCHED11; 2. If located outside the coastal environment any adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; 3. If located within the coastal environment any significant adverse effects on the identified values ~~can~~ will be avoided and any other adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; and 4. There is a functional need or an operational need for the activity to be undertaken within the special amenity landscape.
INF-NFL-P37~~44~~	**Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located underground or within an existing legal road** Provide for the upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes where the infrastructure is located underground or within an existing legal road.
INF-NFL-P38~~45~~	**Upgrading of existing infrastructure within outstanding natural features and outstanding natural landscapes (including within the coastal environment) that is located above ground and outside an existing legal road** Only allow for the upgrading of existing infrastructure that is located outside an existing legal road and above ground within outstanding natural features and outstanding natural landscapes where: 1. The activity is of a scale that ~~protects~~ respects the identified values described in SCHED10; and

	2. If located outside the coastal environment any significant adverse effects on the identified values ~~can~~ will be avoided and any other adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; or 3. If located within the coastal environment any adverse effects on the identified values ~~can~~ will be avoided; and 4. There is a functional need or operational need for the activity to be undertaken within the outstanding natural features and outstanding natural landscapes.
INF-NFL-P3946	**New infrastructure within identified ridgelines and hilltops** Allow for the installation of new infrastructure within identified ridgelines and hilltops where: 1. The activities is compliant with the underlying zone provisions and general rules; and 2. Any adverse effects on the visual amenity and landscape values ~~can~~ will be managed.
INF-NFL-P4047	**New infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road** Provide for the installation of new infrastructure within special amenity landscapes where the infrastructure is located underground or within an existing legal road.
INF-NFL-P4148	**New infrastructure within a special amenity landscape (including within the coastal environment) that is located above ground and outside and existing legal road** Only allow for new infrastructure that is located outside an existing legal road and above ground within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in SCHED11; 2. If located outside the coastal environment any adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; 3. If located within the coastal environment any significant adverse effects on the identified values ~~can~~ will be avoided and any other adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; and 4. There is a functional need or an operational need for the activity to be undertaken within the special amenity landscape.
INF-NFL-P4249	**New infrastructure within outstanding natural features and outstanding natural landscapes outside the coastal environment** Only allow new infrastructure within outstanding natural features and outstanding natural landscapes when located outside the coastal environment, where; 1. The activity is of a scale that ~~protects~~ respects the identified values described in SCHED10; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or operational need for the activity to be undertaken within an outstanding natural feature or outstanding natural landscape ~~in the coastal environment~~.
INF-NFL-P4350	**New infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment** Avoid new infrastructure within outstanding natural features and outstanding natural landscapes within the coastal environment, unless it can shown that any adverse effects on the identified values ~~can~~ will be avoided.
INF-NFL-P4451	**Operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within identified ridgelines and hilltops** Allow for the operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within identified ridgelines and hilltops.

INF-NFL-P4552	**Operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within special amenity landscapes (including within the coastal environment)** Allow for the operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within special amenity landscapes, where: 1. Associated earthworks and vegetation clearance are of a scale that maintains or restores the identified values described in SCHED11.
INF-NFL-P4653	**Operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment)** Allow for the operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes, where: 1. Associated earthworks and vegetation clearance are of a scale that protects the identified values described in SCHED10.
INF-NFL-P4754	**Upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within identified ridgelines and hilltops** Allow for the upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within identified ridgelines and hilltops, where: 1. The activities is compliant with the underlying infrastructure provisions; and 2. Any adverse effects on the visual amenity and landscape values ~~can~~ will be managed.
INF-NFL-P4855	**Upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road** Allow for the upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within a special amenity landscape where the infrastructure is located underground or within an existing legal road.
INF-NFL-P4956	**Upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road** Provide for the upgrading of existing infrastructure (outside the Coastal Environment) where the infrastructure is located underground or within an existing legal road.
INF-NFL-P5057	**Upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road** Provide for the upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure that is located above ground and outside an existing road reserve within a special amenity landscape where: 1. The activity is of a scale that maintains or restores the identified values as described in SCHED11; 2. If located outside the coastal environment any adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; 3. If located within the coastal environment any significant adverse effects on the identified values ~~can~~ will be avoided and any other adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; and 4. There is a functional need or an operational need for the activity to be undertaken within the special amenity landscape.

INF-NFL-P5158	**Upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment)** Provide for the upgrading of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes where: 1. The activity is of a scale that protects the identified values described in SCHED10; 2. The gas transmission ~~pipelines~~ network infrastructure is located underground or within a road reserve; 3. If located outside the coastal environment any significant adverse effects on the identified values ~~can~~ will be avoided and any other adverse effects on the identified values ~~can~~ will be avoided, remedied or mitigated; 4. If located within the coastal environment any adverse effects on the identified values ~~can~~ will be avoided; and 5. There is a functional need or operational need for the activity to be undertaken within the outstanding natural feature or outstanding landscape.
INF-NFL-P5259	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment** Avoid new ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within the coastal environment.
INF-NFL-P53560	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops, outside the coastal environment** Only allow for new ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure where: 1. The activity is of a scale that protects the identified outstanding natural feature or outstanding landscape values described in SCHED101~~;~~; 2. The activity is of a scale that maintains or restores the identified special amenity landscape values described in SCHED11; 3. The activity avoids visually obtrusive structures within the identified ridgeline or hilltop and maintains the visual continuity of undeveloped skyline; 4. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 5. There is a functional need or an operational need for the activity and associated earthworks and vegetation clearance to be undertaken inside the overlay and there are no reasonably practical alternative locations outside of these areas to minimise the impact.
Rules - Infrastructure activities	
INF-NFL-R4048	**Operation, maintenance and repair of existing infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)**
All Zones	1. Activity status: **Permitted** Where: a. Compliance is achieved with INF-NFL-S2117.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-NFL-R409.1 cannot be achieved.

	Matters of discretion are: 1. The extent and effect of non-compliance with any relevant standard not met as specified in the associated assessment criteria for the infringed standard; and 2. The matters in INF-NFL-P31~~38~~ and INF-NFL-P32~~39~~.
INF-NFL-R41~~49~~	**Upgrading of existing infrastructure within the special amenity landscapes or identified ridgelines and hilltops**
All Zones	1. Activity status: **Permitted** Where: a. The infrastructure is located underground; or b. The infrastructure is located within an existing road reserve; or c. The upgrade is contained entirely within an existing building or structure.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with INF-NFL-R4~~9~~.1 cannot be achieved. Matters of discretion are: 1. The matters in INF-NFL-P36~~43~~.
INF-NFL-R42~~50~~	**Upgrading of existing infrastructure within outstanding natural features and outstanding landscapes**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. The infrastructure is located outside the coastal environment; and b. The infrastructure is located underground; or c. The infrastructure is located within an existing road reserve.
All Zones	2. Activity status: **Discretionary** Where: a. Compliance with INF-NFL-R42.1~~50~~ cannot be achieved.
INF-NFL-R43~~51~~	**New infrastructure within outstanding natural features and outstanding landscapes**
All Zones	1. Activity status: **Discretionary** Where: a. Located outside the Coastal Environment.
All Zones	2. Activity status: **Non-Complying** Where: a. Located within the Coastal Environment.
INF-NFL-R44~~52~~	**New infrastructure within special amenity landscapes or identified ridgelines and hilltops**

All Zones	1. Activity status: **Permitted** Where: a. The infrastructure is located underground; or b. The infrastructure is located within an existing road reserve.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with INF-NFL-R44~~52~~.1 cannot be achieved. Matters of discretion are: 1. The matters in INF-NFL-P40~~47~~; 2. The degree to which the structure is integrated into the landform to limit its visibility by the wider community; 3. The extent to which the structure will result in the removal of existing vegetation contributes to the landscape values; 4. The extent to which earthworks would modify the existing landform characteristics identified in SCHED11~~2~~; and 5. The extent to which new planting or landscaping can mitigate the effects on the visual amenity and landscape values.
Policies - ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~	
~~**INF-NFL-P4451**~~	~~**Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops**~~ ~~Allow for the operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops.~~
~~**INF-NFL-P4552**~~	~~**Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (including within the coastal environment)**~~ ~~Allow for the operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within special amenity landscapes, where:~~ ~~2. Associated earthworks and vegetation clearance are of a scale that maintains or restores the identified values described in SCHED11.~~
~~**INF-NFL-P4653**~~	~~**Operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment)**~~ ~~Allow for the operation, maintenance and repair of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, where:~~ ~~2. Associated earthworks and vegetation clearance are of a scale that protects the identified values described in SCHED10.~~
~~**INF-NFL-P4754**~~	~~**Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops**~~ ~~Allow for the upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within identified ridgelines and hilltops, where:~~ ~~3. The activities is compliant with the underlying infrastructure provisions; and~~

	4. Any adverse effects on the visual amenity and landscape values can will be managed.
INF-NFL-P4855	**Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located underground or within an existing legal road** Allow for the upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within a special amenity landscape where the infrastructure is located underground or within an existing legal road.
INF-NFL-P4956	**Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within special amenity landscapes (outside of the coastal environment) that is located underground or within an existing legal road** Provide for the upgrading of existing infrastructure (outside CE) where the infrastructure is located underground or within an existing legal road.
INF-NFL-P5057	**Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within a special amenity landscape (including within the coastal environment) that is located aboveground and outside an existing legal road** Provide for the upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure that is located above ground and outside an existing road reserve within a special amenity landscape where: 5. The activity is of a scale that maintains or restores the identified values as described in SCHED11; 6. If located outside the coastal environment any adverse effects on the identified values can will be avoided, remedied or mitigated; 7. If located within the coastal environment any significant adverse effects on the identified values can will be avoided and any other adverse effects on the identified values can will be avoided, remedied or mitigated; and 8. There is a functional need or an operational need for the activity to be undertaken within the special amenity landscape.
INF-NFL-P5158	**Upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes (including within the coastal environment)** Provide for the upgrading of existing National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes where: 6. The activity is of a scale that protects the identified values described in SCHED10; 7. The gas transmission pipelines network infrastructure is located underground or within a road reserve; 8. If located outside the coastal environment any significant adverse effects on the identified values can will be avoided and any other adverse effects on the identified values can will be avoided, remedied or mitigated; 9. If located within the coastal environment any adverse effects on the identified values can will be avoided; and 10. There is a functional need or operational need for the activity to be undertaken within the outstanding natural feature or outstanding landscape.
INF-NFL-P5259	**New National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment** Avoid new National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within the coastal environment.
INF-NFL-P53560	**New National Grid (NG) & Gas Transmission Network Pipeline Corridor (GTPC) infrastructure within outstanding natural features and outstanding landscapes, special**

	~~amenity landscapes or identified ridgelines and hilltops, outside the coastal environment~~ ~~Only allow for new National Grid (NG) & Gas Transmission~~ Network ~~Pipeline Corridor (GTPC) infrastructure where:~~ ~~6. The activity is of a scale that protects the identified outstanding natural feature or outstanding landscape values described in SCHED11;~~ ~~7. The activity is of a scale that maintains or restores the identified special amenity landscape values described in SCHED11;~~ ~~8. The activity avoids visually obtrusive structures within the identified ridgeline or hilltop and maintains the visual continuity of undeveloped skyline;~~ ~~9. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and~~ ~~10. There is a functional need or an operational need for the activity and associated earthworks and vegetation clearance to be undertaken inside the overlay and there are no reasonably practical alternative locations outside of these areas to minimise the impact.~~
Rules - ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~	
INF-NFL-R4~~5~~3	**Operation, maintenance and repair of existing ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)**
All Zones	1. Activity status: **Permitted**
~~INF-NFL-R54~~	**~~Upgrading of existing National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops~~**
~~All Zones~~	~~1. Activity status: **Restricted Discretionary**~~ ~~Where:~~ ~~a. The infrastructure is located outside the coastal environment.~~ ~~Matters of discretion are:~~ ~~1. The matters in INF-NFL-P54, INF-NFL-P55, INF-NFL-R56, INF-NFL-R57 and INF-NFL-R58.~~
~~-~~	~~2. Activity status: **Discretionary**~~ ~~Where:~~ ~~a. Compliance with the requirements of INF-NFL-R54.1a cannot be achieved.~~
INF-NFL-R4~~5~~5	**Upgrading of existing Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops**
All Zones	1. Activity status: **Restricted Discretionary** Where: a. The infrastructure is located outside the coastal environment; and b. The infrastructure is located underground; or c. The infrastructure is located within an existing legal road. Matters of discretion are: 1. The matters in INF-NFL-P4~~7~~54, INF-NFL-P4~~8~~55, INF-NFL-~~R56~~P49 and INF-NFL-R~~58~~51.

All Zones	2. Activity status: **Discretionary** Where: a. Compliance with any of the requirements of INF-NFL-R4655.1 cannot be achieved.	
INF-NFL-R4756	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops**	
	1. Activity Status: **Discretionary**	
INF-NFL-R4857	**New ~~National Grid (NG) &~~ Gas Transmission Network ~~Pipeline Corridor (GTPC)~~ infrastructure within outstanding natural features and outstanding landscapes, within the coastal environment**	
All Zones	1. Activity status: **Non-Complying**	
Standards		
INF-NFL-S1721	**Earthworks**	
All Zones	1. Earthworks must not exceed: ~~a. More than 50m^3 per transmission line support structure; or~~ ~~b.~~ 100m^3 per access track.	Assessment criteria: 1. Functional needs or operational needs of infrastructure; and 2. The effect of the activity ~~and removal~~ on the identified ~~biodiversity~~ values of the ~~significant natural area~~ Outstanding Natural Feature and Landscape, Significant Amenity Landscape or Ridgeline and Hilltop (whichever is relevant) and the measures taken to avoid, minimise or remedy the effects on the natural feature or landscape ~~and where relevant the ability to offset biodiversity impacts~~.

This chapter does not contain provisions that have legal effect.
.

Tūāhanga — TBC

Infrastructure — National Grid

INF-NG	Infrastructure — National Grid

Introduction

~~This sub-Chapter applies to infrastructure within the National Grid Subdivision Corridor Overlays:~~

The Infrastructure – National Grid sub chapter provides a specific policy framework for the National Grid, and specific rules for activities within the National Grid Yard, and new National Grid Infrastructure within the Coastal Environment overlay, Outstanding Natural Features and Landscapes overlay, Special Amenity Landscapes overlay and Hilltops and Ridgelines overlay. For activities outside these specific overlays, in addition to the policies in the Infrastructure National Grid sub chapter, the Infrastructure chapter applies, as do the Infrastructure - Natural Hazards sub chapter and the Infrastructure – Other Overlays sub chapter.

~~It applies in addition to the principal Infrastructure Chapter.~~

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land.
Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objective	
Infrastructure — The National Grid	
INF-NG-O7	**The National Grid** The national significance and benefits of the National Grid are recognised, and the National Grid is protected and provided for.
Policies	

Infrastructure — National Grid	
INF-NG-P58	**Benefits of the National Grid** Recognise and provide for the benefits of the National Grid by enabling the operation, maintenance and upgrade of the existing National Grid and the establishment of new electricity transmission ~~resources~~ assets.
INF-NG-P59	**Operation, and maintenance and minor upgrade of the National Grid** ~~Provide for~~ Enable the operation, maintenance and minor upgrade of the National Grid while managing the adverse effects of these activities, recognising its operational, functional and technical constraints.
~~INF-NG-P60~~	**~~Upgrading and development of the National Grid~~** ~~Recognise and provide for the benefits of the National Grid by enabling the operation, maintenance and upgrade of the existing National Grid and the establishment of new electricity transmission resources.~~
INF-NG-P~~61~~60	**Adverse effects on the National Grid** Protect the safe and efficient operation, maintenance and repair, upgrading, removal and development of National Grid from adverse effects by: 1. Avoiding land uses (including sensitive activities) and buildings and structures within the National Grid Yard that may directly affect or otherwise compromise the National Grid 2. Avoiding ~~reverse sensitivity~~ adverse effects on the National Grid from incompatible subdivision, use and development. 3. Only allowing subdivision within the National Grid Subdivision Corridor where it can be demonstrated that the National Grid will not be compromised taking into account: a. The impact of the subdivision layout and design on the operation, maintenance, and potential upgrade and development of the National Grid, including the ability for continued reasonable access to existing transmission assets for maintenance, inspections and upgrading; b. The ability of any potential future development to comply with NZECP 34.2001 New Zealand Electrical Code of Practice for Electrical Safety Distances; c. The extent to which the design and layout of the subdivision demonstrates that a suitable building platform(s) for a principal building or dwelling can be provided outside of the National Grid Yard for each new lot; d. The risk to the structural integrity of the National Grid; e. The extent to which the subdivision design and consequential development will minimise the risk of injury and/or property damage from the National Grid and the potential reverse sensitivity on and amenity and nuisance effects of the National Grid assets; f. The nature and location of any proposed vegetation to be planted in the vicinity of the National Grid; and g. The outcome of any consultation with, and technical advice from, Transpower. 4. Only allowing earthworks within the National Grid Yard where it can be demonstrated that the safe and efficient functioning, operation, maintenance and repair, upgrading and development of the National Grid will not be compromised, taking into account: a. The extent to which the earthworks may compromise the safe access to and operation, maintenance and repair, upgrading and development of the National Grid; b. The stability of land within and adjacent to the National Grid; c. Risks relating to health or public safety, including the risk of property damage; and d. Technical advice provided by the owner and operator of the National Grid.
INF-NG-P~~62~~61	**Upgrading of the National Grid** Provide for the upgrading of the National Grid while: 1. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and remedy or mitigate any adverse effects from the upgrade which cannot be avoided; 2. Having regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection when considering major upgrades;

	3. Recognising the constraints arising from the operational need, ~~and~~ functional need and technical requirements of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects; 4. Recognising the potential benefits of upgrades to the National Grid to people and communities; and 5. Where appropriate, major upgrades should be used as an opportunity to reduce existing adverse effects of the National Grid.
INF-NG-P~~63~~62	**Development of the National Grid** Provide for the development of the National Grid 1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities. 2. Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment. 3. Where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by: a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 – High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin. b. Where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values. c. Seeking to avoid significant adverse effects on: i. other areas of natural character ii. natural attributes and character of other natural features and natural landscapes iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010 d. Avoiding, remedying or mitigating other adverse effects to the extent practicable; and e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin, where avoidance of adverse effects is required to protect the identified values and characteristics. 4. Remedy or mitigate any adverse effects from ~~the operation, maintenance, upgrade, major upgrade or development of~~ the National Grid which cannot be avoided, to the extent practicable; and 5. When considering the adverse effects in respect of 1-~~3~~4 above; a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and b. Consider the constraints arising from the operational needs, ~~or~~ functional needs or technical constraints of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects.

Rules for Infrastructure — National Grid		
INF-NG-R58	**Buildings, structures and activities in the National Grid Yard**	
All Zones	1. Activity status: **Permitted** Where:	a

	~~a. New activities are not a sensitive activity;~~ ~~b. The building or structure is not used for the handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities);~~ a. Fences do not exceed 2.5m in height; b. The building is an uninhabited farm or horticultural structure or building (but not commercial greenhouses, protective canopies, wintering barns, produce packing facilities, or milking/dairy sheds (excluding ancillary stockyards and platforms); c. Alterations and additions to an existing building or structure for a sensitive activity, which does not involve an increase in the building height or building footprint; d. Construction of an accessory building associated with an existing residential activity that is less than 10m^2 in footprint and 2.5m in height; e. Infrastructure undertaken by a network utility operator as defined in the Resource Management Act 1991 or any part of electricity infrastructure that connects to the National Grid; and f. Compliance is achieved with INF-NG-S18.
All Zones	2. Activity status: **Non-complying** Where: a. Compliance with INF-NG-R~~67~~58.1 cannot be achieved~~.~~; or b. The proposal is for one or more of the following activities, buildings or structures: i. A change of use to a sensitive activity within existing buildings or structures; ii. The establishment of a sensitive activity; iii. The use, handling or storage of hazardous substances (Hazardous Substances (Hazard Classification) Notice 2020) with explosive or flammable intrinsic properties (except this does not apply to the accessory use and storage of hazardous substances in domestic-scale quantities); iv. Wintering barns, Commercial greenhouses, Immovable protective canopies, Produce packing facilities, or Milking Sheds; or v. Any building or structure not otherwise provided for under INF-NG-R58.1. Notification status: An application for resource consent made in respect of rule INF-NG-R~~67~~58.2 is precluded from being publicly notified. Notice of any application for resource consent under this rule must be served on Transpower New Zealand Limited in accordance with Clause 10(2)(i) of the Resource Management (Forms, Fees, and Procedures) Regulations 2003.
INF-NG-R59	**Operation, maintenance, repair of existing National Grid infrastructure:** • **Within the coastal environment.**
All Zones	1. Activity status: **Permitted**
INF-NG-R60	**Upgrading of existing National Grid infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal margins or riparian margins.**
All Zones	1. Activity status: **Permitted**
INF-NG-R61	**Upgrading of existing National Grid infrastructure within the coastal environment:**

	• **Within high coastal natural character areas; or** • **Within coastal or riparian margins.**	
All Zones	1.	2. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in INF-NG-P6~~7~~2.
INF-NG-R62	**New National Grid (NG)) infrastructure within the coastal environment:** • **Outside of high coastal natural character areas; and** • **Outside of coastal or riparian margins.**	
All Zones	1. Activity status: ~~**Permitted**~~ **Restricted Discretionary** Matters of discretion are: 1. The matters in INF-NG-P62	
INF-NG-R63	**New National Grid (NG) infrastructure within the coastal environment:** • **Within high coastal natural character areas; or** • **Within coastal or riparian margins.**	
All Zones	1. Activity status: **Discretionary**	
INF-NG-R64	**Operation, maintenance and repair of existing National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops (including within the coastal environment)**	
All Zones	1. Activity status: **Permitted**	
INF-NG-R65	**Upgrading of existing National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops**	
All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in INF-NG-P6~~7~~2	
INF-NG-R66	**New National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops, outside the coastal environment**	
All Zones	1. Activity status: **Restricted Discretionary** Matters of discretion are: 1. The matters in INF-NG-P58 and INF-NG-P62	
INF-NG-R67	**New National Grid (NG) infrastructure within outstanding natural features and outstanding landscapes, special amenity landscapes or identified ridgelines and hilltops, inside the coastal environment**	
All Zones	1. Activity status: **Discretionary**	

Standards		
INF-NG-S18	**Buildings, structures and activities in the National Grid Yard**	
All Zones	1. All buildings and structures in the National Grid Yard must comply with the New	

	Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions. ~~The building or structure must have a minimum vertical clearance of 10m below the lowest point of a conductor under all transmission line and building operating conditions~~; or 2. Vehicle access to any National Grid support structure must be provided. ~~Must meet the safe electrical clearance distances required by New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663 under all transmission line and building operating conditions.~~ 3. The building or structure must be located at least 12m from the outer visible edge of a foundation of a National Grid transmission line tower or pole, except where it: a. Is 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. b. Is 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: i. Is removable or temporary to allow a clear working space of 12m from the pole for maintenance; and ii. Allows all weather access to the pole and a sufficient area for maintenance equipment, including a crane; or iii. Meets the requirements of clause 2.4.1 of New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001) ISSN 01140663.	

This entire chapter has been notified using the RMA Part One, Schedule 1 process (**P1 Sch1**).

Tūāhanga — Ngā Mōrearea ā-Taiao

Infrastructure — Natural Hazards

INF-NH	Infrastructure — Natural Hazards

Introduction

This sub-chapter applies to infrastructure within Natural Hazard Overlays. It applies in addition to the principal Infrastructure Chapter.

Note: The objectives of the Infrastructure chapter apply.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land.
Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.
~~Trees — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.~~

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Policies	
Infrastructure — Natural Hazards	
INF-NH-P5~~6~~61	**Infrastructure and structures in Natural Hazard and Coastal Hazard Overlays** Only allow for new infrastructure, and any associated structures in the Natural Hazard Overlays and Coastal Hazard Overlays where the infrastructure or associated structures: 1. Do not increase the risk from the natural hazard to people, or other property or infrastructure; 2. Incorporate design measures to reduce the potential for damage to the infrastructure following a natural hazard or coastal hazard event to the extent reasonably practicable; and 3. When located in an overland flowpath, stream corridor, or high coastal ~~hazardaArea~~ hazard area, have a functional need or operational need that means the infrastructure's location cannot be avoided and there are no reasonable alternatives.

Rules for Infrastructure — Natural Hazards	
INF-NH-R4958	**New underground infrastructure (including customer connections), and maintenance or upgrading of existing underground infrastructure in Natural Hazard and Coastal Hazard Overlays**
All zones	1. Activity status: **Permitted** Where: a. The underground infrastructure does not result in a permanent change to the ground level within the: i. Ponding or overland flowpath areas of the flood hazard extent; or ii. Stream corridor area of the flood hazard extent; and b. other than the maintenance and upgrading of infrastructure in legal road, or customer connections ~~T~~the underground infrastructure ~~(other than the maintenance and upgrading of infrastructure in legal road, or customer connections)~~ is not located within the high hazard area of the Coastal Hazard Overlays; or c. If the underground infrastructure is located within the high hazard area of the Coastal Hazard Overlay it is also within the City Centre Zone.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-NH-R49.1~~58.a or INF-NH-R58.b~~ cannot be achieved. Matters of discretion are: 1. The matters set out in INF-NH-P56~~61~~.
INF-NH-R5059	**Temporary infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The temporary infrastructure is not located within the: i. Overland flowpath area of the flood hazard extent; ii. Stream corridor area of the flood hazard extent; or iii. The high hazard area of the Coastal Hazard Overlay outside of the City Centre Zone.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-NH-R509.1~~.a~~ cannot be achieved. Matters of discretion are: 1. The matters set out in INF-NH-P56~~61~~.
INF-NH-R5160	**New above ground infrastructure in Natural Hazard Overlays and Coastal Hazard Overlays**
All zones	1. Activity status: **Permitted** Where: a. The infrastructure is located within: i. The ponding area of the flood hazard extent; ii. The low and medium hazard areas of the Coastal Hazard Overlays;

		iii. The Sheppards Gully Fault Overlay, Ohariu Fault Overlay or the Terawhiti Fault Overlay; iv. The Liquefaction Overlay; or v. High hazard area of the Coastal Hazard Overlay within the City Centre Zone.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. The infrastructure is located within the: i. Overland flowpath area of the flood hazard extent; ii. The Wellington Fault Overlay; iii. Stream corridor of the flood hazard extent; or iv. High hazard area of the Coastal Hazard Overlay outside of the City Centre Zone. Matters of discretion are: 1. The matters set out in INF-NH-P56~~61~~.

This entire chapter has been notified using the RMA Part One, Schedule 1 process (P1 Sch1).

This chapter contains provisions that have legal effect. They are identified with a

next to the provision. To see more about what legal effect means please click here.

Tūāhanga — Ētahi anō Inaki

Infrastructure — Other Overlays

INF-OL	Infrastructure — Other Overlays

Introduction

This sub-Chapter applies to infrastructure within the following Overlays:

1. Historic heritage;
2. Notable trees;
3. Sites and areas of significance to māori; and
4. Viewshafts.

It applies in addition to the principal Infrastructure Chapter.

Note: The objectives of the Infrastructure chapter apply.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

Subdivision - The Subdivision Chapter contains provisions which manage subdivision of land.
Light and glare - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
Noise - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
Signs - The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
Contaminated land - The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
Hazardous substances - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.
~~Trees — The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.~~

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Policies	
Infrastructure — Other Overlays	
INF-OL-P5~~762~~	**Adverse effects of infrastructure on any:** **1. Historic heritage;** **2. Notable trees;**

	3. Sites and areas of significance to Māori; and **4. Viewshafts.** ~~In the overlays identified in clauses 1-4 above~~ For any works on any site identified in SCHED1, 2, 3, 5, 6 or 7: a. ~~Give priority to avoiding~~ Where practicable, avoid the adverse effects of substantial upgrades to, or the development of new infrastructure, on the values and attributes of the above overlays; and b. Where the avoidance of adverse effects under clause a. is not practicable ~~possible~~, the appropriateness of the substantial upgrades to, or the development of, new infrastructure will be determined by having regard to the matters listed in INF-P6.
Rules for Infrastructure — Other Overlays	
INF-OL-R52~~61~~	**Maintenance or upgrading of existing underground infrastructure in Other Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The infrastructure is located within a viewshaft listed in SCHED5; ~~and/or~~ or b. The maintenance or upgrading does not involve earthworks on ground previously undisturbed by the infrastructure, or is located within a formed road corridor; ~~and~~ or c. Any maintenance or upgrading within the protected root zone of a notable tree complies with TREE-S4.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of INF-OL-R52.1~~61.1.b~~ cannot be achieved. Matters of discretion are: 1. The matters set out in INF-OL-P57~~62~~. Note: This rule only has immediate legal effect for Overlays relating to historic heritage~~,~~ and sites and areas of significance to Māori ~~and significant natural areas~~.
INF-OL-R53~~62~~	**New underground infrastructure in Other Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The infrastructure is located on site identified in SCHED5 (viewshafts)~~.~~; or **b.** The infrastructure does not involve earthworks on ground previously undisturbed by ~~the~~ any infrastructure, or is located within a formed road corridor; or **c.** In the case of works within the protected root zone of a notable tree, compliance is achieved with TREE-S4]; ~~and~~ or d. The infrastructure ~~i~~is a customer connection and the site is not an archaeological site identified in SCHED4 or a Category A or B Site of Significance to Māori identified in SCHED7.

All Zones	2. Activity status: **Restricted Discretionary** Where: a. The infrastructure is located on a site identified in any of the following schedules: i. SCHED1 (Heritage buildings); ii. SCHED2 (Heritage structures); iii. SCHED3 (Heritage areas); iv. SCHED4 (Archaeological sites); v. SCHED6 (Notable trees); and vi. SCHED7 (Sites and areas of significance to Māori). Matters of discretion are: 1. The matters set out in INF-OL-P5762. Note: This rule only has immediate legal effect for Overlays relating to historic heritage~~,~~ and sites and areas of significance to Māori ~~and significant natural areas~~.
INF-OL-R5463	**New aboveground customer connection lines in Other Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The customer connection line is located on a site identified in any of the following schedules: i. SCHED3 (Heritage areas); and ii. SCHED4 (Archaeological sites).
All Zones	2. Activity Status: **Controlled** Where: a. The customer connection line is to a: i. Building listed in SCHED1 (Heritage buildings); ii. Site or area listed in Category C SCHED7 (Sites and areas of significance to Māori); Matters of control are: 1. The location of the customer connection to the heritage building, or site or area listed in Category C SCHED7; 2. The physical impact/loss of damage to heritage fabric; and 3. Visual impact and how the visual impact might affect heritage value, or site or area listed in Category C SCHED7.
All Zones	3. Activity status: **Restricted Discretionary** Where: a. The customer connection line is located within: i. The root protection area of a notable tree identified in SCHED6; ii. A viewshaft identified in SCHED5; and iii. A site or area listed in Category A or B SCHED7 (Sites and areas of significance to Māori).

	Matters of discretion are: 1. The matters set out in INF-OL-P5762. Note: This rule only has immediate legal effect for Overlays relating to historic heritage~~,~~ and sites and areas of significance to Māori ~~and significant natural areas~~.
INF-OL-R5564	**Operation, maintenance and repair, or removal, of existing aboveground infrastructure in Other Overlays**
All Zones	1. Activity status: **Permitted** Note: This rule only has immediate legal effect for Overlays relating to historic heritage, sites and areas of significance to Māori and significant natural areas.
INF-OL-R5665	**Upgrading of existing aboveground infrastructure in Other Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The infrastructure is located on a site identified in any of the following schedules: i. SCHED3 (Heritage areas); ii. SCHED4 (Archaeological sites); iii. Category ~~A~~C of SCHED7 (Sites and areas of significance to Māori); iv. SCHED5 (Viewshafts); and b. INF-S4 is complied with.
All Zones	2. Activity Status**: Restricted Discretionary** Where: a. The infrastructure is located: i. On a heritage building identified in SCHED3; ii. On a heritage structure identified in SCHED2; iii. Within the root protection area of a notable tree identified in SCHED6; and iv. Within a site or area listed in Category A or B of SCHED7 (Sites and areas of significance to Māori). Matters of discretion are: 1. The matters set out in INF-OL-P5762. Note: This rule only has immediate legal effect for Overlays relating to historic heritage~~,~~ and sites and areas of significance to Māori ~~and significant natural areas~~.
INF-OL-R57	**New aboveground infrastructure in Other Overlays**
All Zones	1. Activity status: **Permitted** Where: a. The infrastructure is no greater than 2m high and 2m^2 in gross floor area; **b.** The infrastructure is located within a formed road corridor; c. In the case of works within the protected root zone of a notable tree, compliance is achieved with TREE-S4]; and d. The infrastructure is not in an archaeological site identified in SCHED4 or a Category A or B Site of Significance to Māori identified in SCHED7.

All Zones	2. Activity Status: **Restricted Discretionary** Matters of discretion are: 1. The matters set out in INF-OL-P57. Note: This rule only has immediate legal effect for Overlays relating to historic heritage~~,~~ and sites and areas of significance to Māori ~~and significant natural areas~~.
INF-OL-R5~~85~~766	**~~New aboveground infrastructure and temporary~~ i~~I~~nfrastructure in Other Overlays not otherwise provided for**
All Zones	1. Activity Status: **Restricted Discretionary** Matters of discretion are: 2. The matters set out in INF-OL-P57~~62~~. Note: This rule only has immediate legal effect for Overlays relating to historic heritage, sites and areas of significance to Māori and significant natural areas. Note: This rule only has immediate legal effect for Overlays relating to historic heritage~~,~~ and sites and areas of significance to Māori ~~and significant natural areas~~.

Contaminated Land

CL	Contaminated Land

Introduction

The purpose of the Contaminated Land Chapter is to manage the subdivision, use and development of contaminated land or potentially contaminated land to protect human health. The identification of, and management or remediation of contaminated land can provide social, economic, and health benefits for people and communities through enabling future use of the land and development opportunities, including for residential activities and commercial activities.

If a person wants to carry out certain activities on land where a Hazardous Activities and Industries List (HAIL) activity is being, or has been, undertaken the activity must be assessed for compliance in accordance with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS).

Under section 30 of the RMA, the Greater Wellington Regional Council is responsible for the investigation of land for the purposes of identifying and monitoring contaminated land; and for the control of discharges of contaminants into or onto land, air, or water and discharges of water into water. As part of this role, Greater Wellington Regional Council administers the Selected Land Use Register (SLUR) that provides a regional database of sites that have, or may have, been used for activities and industries included in the HAIL established by the Ministry for the Environment. Wellington City Council uses the SLUR and HAIL to identify and record information on contaminated land.

This chapter contains objective and policy guidance for the assessment of resource consent applications required under the NESCS in accordance with the requirements of section 104 of the RMA.

Objectives	
CL-O1	**Protection of human health from contaminants** Contaminated land is identified and managed in order that it remains acceptable and safe for human health and its intended use.
CL-O2	**Benefit of remediating contaminated land** Remediation and/or site management of contaminated land contributes to the health and wellbeing of communities and increases development opportunity for new use and development.
Policies	
CL-P1	**Benefit of remediating contaminated land** Recognise and provide for the benefits of remediation and site management in enabling development opportunities that can contribute to social, economic, and health benefits for people and communities.
CL-P2	**Identification of contaminated and potentially contaminated land** Identify contaminated and potentially contaminated land prior to subdivision, change of use or development by: 1. Working with Greater Wellington Regional Council to maintain the Selected Land Use Register; and

	2. Requiring the investigation of contaminant risks for sites with a history of land use or activity that could have resulted in contamination of soil.
CL-P3	**Management of contaminated land** Minimise the risk to human health from the subdivision, change of use or specified development of contaminated land by: 1. Encouraging a best practice approach to site management for sites with elevated contaminant levels, which may include remediation, containment, and/or the disposal of contaminated soil; 2. Ensuring the land is safe for its intended use; and 3. Ensuring that land containing elevated levels of contaminants is managed to protect mana whenua's significant sites, waterways, natural resources and associated values and relationships, as well as the general health and wellbeing of their people and rohe including through partnership opportunities for remediation and/or site management.

Rules

There are no rules in this chapter.

Hazardous Substances

HS	Hazardous Substances

Introduction

The purpose of the Hazardous Substances Chapter is to protect people, communities and identified areas and their values from the residual risk of facilities and activities involving the manufacture, use, storage, transportation or disposal of hazardous substances. This chapter also seeks to separate sensitive activities and hazardous facilities and activities in order to minimise reverse sensitivity effects and unacceptable residual risk.

Hazardous substances are controlled by a wide range of legislation and subordinate instruments, the primary piece of legislation being the Hazardous Substances and New Organisms Act 1996. Additional controls include the Land Transport Act 1998, Building Act 2004, Health and Safety at Work (Major Hazard Facilities) Regulations 2016, and Health and Safety at Work (Hazardous Substances) Regulations 2017. In addition, there are also industry standards that provide guidelines to industry participants. Greater Wellington Regional Council, among other government bodies, also has a role in the management of hazardous substances~~.~~, specifically to regulate the discharge of hazardous substances and administer the Selected Land Use Register (SLUR) that provides a regional database of sites that have, or may have, been used for hazardous activities and industries.

The District Plan manages only the residual risk and cumulative risk to the health and wellbeing of people and communities, and adverse effects on identified areas and their values after statutory rules and controls, including any subordinate hazardous substances instruments that are in place are complied with.

Objectives	
HS-O1	**Protection from unacceptable residual risk** People, communities, and identified areas are protected from any unacceptable residual risk of facilities and activities involving the manufacture, use, storage, transportation or disposal of hazardous substances.
HS-O2	**Protection of established facilities** Sensitive activities are appropriately located to avoid reverse sensitivity effects and unacceptable residual risk from established hazardous facilities.
Policies	
HS-P1	**Residual risk to people and communities** Avoid facilities and activities involving the manufacture, use, storage, transportation or disposal of hazardous substances from locating in~~: A~~ areas where they may adversely affect human health~~;~~ ~~1. A Natural Hazard Area;~~ ~~2. A Significant Natural Area;~~ ~~3. An Outstanding Natural Feature;~~ ~~4. An Outstanding Natural Landscape;~~ ~~5. A Special Amenity Landscape; and~~ ~~6. A Site or Area of Significance to Māori;~~ unless it can be demonstrated that the residual risk to human health, people and communities ~~or these identified areas and their values~~ will be avoided or, if avoidance is not possible, ~~unacceptable risk is adequately~~ mitigated to an acceptable level.

HS-P2	**Residual risk to sensitive environments** Avoid facilities and activities involving the manufacture, use, storage, transportation or disposal of hazardous substances from locating in: 1. A Significant Natural Area; 2. An Outstanding Natural Feature; 3. An Outstanding Natural Landscape; 4. A Special Amenity Landscape; and 5. A Site or Area of Significance to Māori; unless it can be demonstrated that the residual risk to these identified areas and their values will be avoided or, if avoidance is not possible, mitigated to an acceptable level.
HS-P~~2~~3	**Location of hazardous facilities and activities** Require a new or expanding activity, including a major hazard facility, involving the manufacture, use, storage, transportation or disposal of hazardous substances to be appropriately located so as to: a. Mitigate the individual and cumulative residual risk associated with activities and facilities locating within close proximity of one another; and b. Avoid unacceptable residual risk to people and sensitive activities by internalising effects through site layout and design.
HS-P~~3~~4	**Sensitive activities** Avoid sensitive activities locating in proximity to a major hazard facility where they have the potential to be exposed to unacceptable residual risk and/or may otherwise constrain the development, operation, upgrading or maintenance of an existing major hazard facility.

Rules

HS-R1	**The manufacture, use, storage, transportation or disposal of hazardous substances**
1. Activity status: **Permitted**	

HS-R2	**Existing Major Hazard Facility**
1. Activity status: **Permitted** Where: a. The activity does not change the risk profile of the major hazard facility, as measured from the date of notification of this Plan.	
2. Activity status: **Discretionary** Where: a. Compliance with the requirements of HS-R2.1 cannot be achieved; or b. There is a more than 10% increase in the volume of hazardous substances manufactured, used, stored, transported or disposed of. Section 88 information requirements for applications: 1. Applications under this rule must provide, in addition to the standard information requirements: a. A Quantitative Risk Assessment for the site that includes: i. The mapped extent of the area which has the potential to cause an unacceptable level of risk; ii. The probability and potential consequences of an accident leading to the release or loss of control of hazardous substances; iii. Potential risks and effects on sensitive activities, sensitive environments, and adjacent hazardous facilities and/or activities; and iv. The potential for unacceptable residual risk including cumulative residual risk, having particular regard to separation distances, alternative locations, and site layout.	

HS-R3	**New Major Hazard Facility**

General Industrial Zone Special Purpose Port Zone	1. Activity status: **Discretionary** ~~Where:~~ ~~a. The activity is located within the General Industrial Zone;~~ Section 88 information requirements for applications: 1. Applications under this rule must provide, in addition to the standard information requirements: a. A Quantitative Risk Assessment for the site that includes: i. The mapped extent of the area which has the potential to cause an unacceptable level of risk; ii. The probability and potential consequences of an accident leading to the release or loss of control of hazardous substances; iii. Potential risks and effects on sensitive activities, sensitive environments, and adjacent hazardous facilities and/or activities; and iv. The potential for unacceptable residual risk including cumulative residual risk, having particular regard to separation distances, alternative locations, and site layout.
All other zones	2. Activity status: **Non-complying** ~~Where:~~ ~~a. Compliance with the requirements of HS-R3.1 cannot be achieved.~~

Ngā Tautuhinga
Definitions

Term	Meaning
HAZARDOUS FACILITY	means land or buildings where hazardous substances are manufactured, used, stored, or disposed of. Excludes: a. fuel stored in mobile plants, motor vehicles, boats or small engines; b. the incidental use and storage of hazardous substances in domestic scale quantities.
HAZARDOUS SUBSTANCES	has the same meaning as in section 2 of the RMA (as set out in the box below) includes, but is not limited to, any substance defined in section 2 of the Hazardous Substances and New Organisms Act 1996 as a hazardous substance. The Hazardous Substances and New Organisms Act 1996 defines hazardous substances as meaning, unless expressly provided otherwise by regulations or an EPA notice, any substance— a. with 1 or more of the following intrinsic properties: i. explosiveness: ii. flammability: iii. a capacity to oxidise: iv. corrosiveness: v. toxicity (including chronic toxicity): vi. ecotoxicity, with or without bioaccumulation; or b. which on contact with air or water (other than air or water where the temperature or pressure has been artificially increased or decreased) generates a substance with any 1 or more of the properties specified in paragraph (a)

MAJOR HAZARD FACILITY	has the same meaning as the Health and Safety at Work (Major Hazard Facilities) Regulations 2016 - means a facility that WorkSafe has designated as a lower tier major hazard facility or an upper tier major hazard facility under regulation 19 or 20.

Tūnuku

Transport

TR	Transport

Introduction

The purpose of the Transport Chapter is to manage on-site transport facilities and the effects of high vehicle trip-generating use and development. Matters concerning the operation, maintenance, repair and renewal, upgrading and development of the transport network and connections to the transport network are provided in the Infrastructure Chapter. This is a result of the RMA definition of infrastructure, which includes “structures for transport on land by cycleways, rail, roads, walkways, or any other means”.

Wellington City Council has adopted a 'Sustainable Transport Hierarchy' which has been published as part of the Council’s Parking Policy (2020) and Paneke Pōneke Bike Network Plan 2022, which places walking, cycling and public transport at the top of the hierarchy. Private vehicles are towards the bottom of the hierarchy. This reflects the City's goal of being carbon neutral by 2050, and creating a more sustainable transport system to get there. The provisions in this Transport chapter support this goal by requiring the provision of cycling and micromobility parking with new development. This chapter therefore complements the intensification provisions within the zone chapters which seek to provide a more compact urban form close to public transport and the City's walking and cycling network.

This chapter recognises that some activities generate high volumes of traffic which may have significant adverse effects on the transport network and adversely affect the amenity of adjacent land use activities. These activities require assessment to ensure these effects are managed effectively. However, where an activity is not a high vehicle trip-generating use and can be reasonably expected to occur within a zone, then any effects associated with an absence of on-site carparking and associated loss of on street carparking from that activity should not be considered as an adverse residential amenity effect.

On-site transport facilities such as site access, carparking, and parking for bicycles and other micromobility devices also need to be designed effectively to ensure people’s safety and wellbeing is maintained. This chapter provides specific design requirements for these facilities.

Overall, the Chapter seeks to:

- Enable a range of transport modes, where the effects of those activities are appropriately managed;
- Encourage the uptake of alternative transport modes other than the private vehicle;
- Manage any adverse effects arising from high trip generating activities; and
- Maintain the health, safety and wellbeing of on-site transport facilities.

Other relevant District Plan provisions

It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including:

- **Historic Heritage and Sites and Areas of Significance to Māori** - Specific provisions for the protection of these sites are located in the Sites and Areas of Significance to Māori Chapter and Historic Heritage Chapter.
- **Earthworks** - The Earthworks Chapter manages the adverse effects of earthworks on the environment, including visual amenity values and stability of land plus adverse health and safety effects, damage to property and the creation or increase in the risk of natural hazards.

- **Light** - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
- **Noise** - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
- **Signs** – The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
- **Contaminated land -** The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
- **Hazardous substances** - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.
- **Trees** – The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objective

TR-O1	**Purpose** Land use and development is managed to ensure that: 1. High trip generating activities do not compromise the safety and effectiveness of the transport network; 2. A range of transport modes are provided for; 3. Reliance on private vehicles is reduced; 4. New development provides appropriate on-site facilities for cycling and micromobility users; and 5. ~~Safe and effective~~ functional ~~on-site parking, loading, access and manoeuvring is provided.~~ Any parking, loading, access and manoeuvring areas provided on-site are safe and functional.

Policies

TR-P1	**High vehicle trip generati~~ng~~on ~~use and development~~** Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes at an appropriate scale to the nature of the high vehicle trip generating activity; Or 3. Are in the Airport Zone's Terminal Precinct, ~~or~~ East Side Precinct or South Coast Precinct.
TR-P2	**Enabled activities** Enable on-site transport facilities and driveways that: 1. Provide for the safe and ~~effective~~ functional use of the site and functioning of the transport network; 2. Meet the reasonable demands of site users; and 3. Promote the uptake and use of pedestrian, cycling, micromobility and public transport modes; ~~and~~ including by providing: a. sheltered, convenient and secure parking for cycles and micromobility devices; and b. showers and lockers where commercial, tertiary education and healthcare developments require more than ten additional long-stay cycle/micromobility device parks. ~~4. Provide parking for cycles and micromobility devices that is sheltered, convenient and secure, and end-of-journey showers and lockers for staff in new substantial buildings for commercial, tertiary education and healthcare activities.~~
TR-P3	**Managed activities**

	Only allow on-site transport facilities and driveways that do not meet standards where: 1. The transport facilities and driveways are effective in meeting the operational needs and functional needs of the activity on the site; 2. The safety and effectiveness of the transport network is not compromised; 3. Public health and safety, including the safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised; 4. The projected demand for loading spaces ~~or cycling and micromobility parking~~ will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; 5. Cycling and micromobility parking is provided for in a manner that is adequate for the location and nature of the proposed activity, and that enables the uptake of cycling and micromobility; 6. Safe and effective access for firefighting purposes is provided with reference to NZS 4404:2010 and the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008; and 7. There are site and topographical constraints that make compliance unreasonable.
~~INF-P11~~ TR-P4	**Connections to roads** Enable safe and effective connections between sites and the transport network by requiring connections to roads to address: 1. The One Network Framework classification, characteristics and operating speed of the road and the number and types of vehicles accessing the site; 2. Opportunities to share and minimise the number of connections; 3. Public health and safety including the safe functioning of the transport network and the safety of pedestrians, cyclists and micromobility device users; and 4. Site or topography constraints including reduced visibility.
Rules: Land use activities	
TR-R1	**All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with the following standards is achieved: i. TR-S2; ii. TR-S3; iii. TR-S8; and iv. TR-S9.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of TR-R1 cannot be achieved Matters of discretion are: 1. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed standards; and 2. The matters in TR-P3. Notification status: An application under Rule TR-R1 is precluded from being publicly notified.
TR-R2	**Vehicle ~~T~~trip generation**
Airport Zone's	1. Activity status: **Permitted**

Terminal Precinct, ~~or~~ East Side Precinct or South Coast Precinct	
All Zones except Airport Zone's Terminal Precinct, East Side Precinct or South Coast Precinct	2. Activity status: **Permitted** Where: a. Compliance with TR-S1 is achieved; and ~~c. T~~the ~~activity~~ any increase in vehicle trip generation is not from: i. a service station; or ii. a drive-through activity.
All Zones except Airport Zone's Terminal Precinct, East Side Precinct or South Coast Precinct	3. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of TR-R2.~~1~~2 cannot be achieved. Matters of discretion are: 1. The matters in TR-P1. Notification status: An application under Rule TR-R2 is precluded from being publicly notified. Section 88 **information requirements** for applications: Applications under Rule TR-R~~1.2.a~~ 2.3 must provide an Integrated Transport Assessment by a suitably qualified transport engineer or transport planner. The Waka Kotahi NZ Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.
TR-R3	**~~Site access~~ Driveways**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with TR-S5 and TR-S6 is achieved~~; and~~ b. ~~The access is not to a State Highway~~.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of TR-R3.1 cannot be achieved. Matters of discretion are: 1. The matters in TR-P3 Notification status: An application under Rule TR-R3 is precluded from being publicly notified.
TR-R4	**On-site pedestrian, cycling and micromobility paths**
All Zones	1. Activity status: **Permitted** Where:

	a. Compliance with TR-S4 is achieved.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the any of the requirements of TR-R4.1.a cannot be achieved. Matters of discretion are: 1. The matters in TR-P3. Notification status: An application under Rule TR-R4 is precluded from being publicly or limited notified.
TR-R5	**On-site vehicle parking and manoeuvring, including on-site parking for electric vehicle charging**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with TR-S7 is achieved; and b. It does not include ramps, turntables, lifts or stackers.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of TR-R5.1 cannot be achieved. Matters of discretion are: 1. The matters in TR-P3. Notification status: An application under Rule TR-R~~4~~5 is precluded from being publicly notified.
TR-R~~5~~6	**Car sharing activities**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with the requirements of TR-S7 is achieved.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of TR-R5.1 cannot be achieved. Matters of discretion are: 1. The matters in TR-P3. Notification status: An application under Rule TR-R~~5~~6 is precluded from being publicly notified.
~~INF-R24~~ TR-R7	**Connections to roads**
All Zones	1. Activity status: **Permitted** Where: a. The connection provides site access for sites with no driveway, on-site parking or loading; and b. Compliance is achieved with ~~INF-S16~~ TR-S10; or

		c. The connection provides site access to an Urban Road (except a Transit Corridor) or a Rural Road (except National Highway) as identified ~~in~~ and mapped in the road classification overlay; and d. The access is not to a State Highway; and e. Compliance is achieved with ~~INF-S17~~ TR-S11.
	All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of ~~INF-R24.1~~ TR-R7.1 cannot be achieved. Matters of discretion are: 1. The matters in ~~INF-P13~~ TR-P4. Notification status: An application under Rule TR-R7 is precluded from being publicly notified.

Standards

TR-S1	**Vehicle trip generation**

1. Activities must not exceed the following maximum vehicle movement thresholds**:**

Type of vehicle	Maximum number of vehicle movements
Light	200 per day to/from a ~~local~~ road except the state highway
	100 per day to/from the state highway
Heavy	8 per week

2. For the purpose of the above assessments:

~~a. An on-site carpark associated with a residential activity is considered to generate 10 light vehicle movements per day;~~

a. A residential unit or minor residential unit with one or more associated on-site car parks is considered to generate the following light vehicle movements:
   i. 2 or fewer bedrooms: 7 per day
   ii. 3 or more bedrooms: 10 per day

b. Vehicle movements per day must be assessed as average vehicle movements per day, averaged over a full seven-day week; and
c. Vehicle movements per week must be assessed as average vehicle movements per week, averaged over a full 52-week year.

TR-S2	**Cycling and ~~M~~micromobility device parking, and staff showers and lockers**

1. Cycling and micromobility device parking must be provided in accordance with Table TR-7. 2. Showers and lockers for staff cycling and micromobility trips to new buildings for commercial activities, tertiary education and healthcare activities must be provided in accordance with Table TR-7A.	Assessment criteria where the standard is infringed: 1. The availability of alternative, safe and secure cycling and micromobility parking, and showers and lockers if relevant, that meets the needs of the intended users, in a nearby accessible location; 2. Whether parking can be provided and maintained in a jointly-used cycling and micromobility parking area; and 3. Site limitations, configuration of buildings and activities, demonstrated user requirements and operational requirements.

Table 7– TR [moved to landscape-oriented page at end of section for readability in this document]

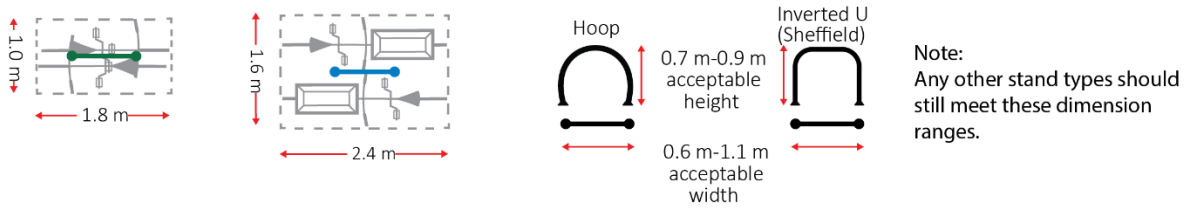
Table 7A – TR: On-site showers and lockers

Number of additional long stay cycle/micro-mobility device parks required under Table 7 as a result of construction of a new building for commercial, tertiary education or healthcare activities		Minimum number of showers and lockers required on-site for staff cycling and micromobility trips
1.	1 – 10	None
2.	11 – 100	a. 1 shower per every 10 staff cycle/micromobility parks required b. 1 locker per every staff cycle/micromobility park required
3.	> 100	a. 1 shower per every 10 staff cycle/micromobility parks required b. 1 locker per every staff cycle/micromobility park required
4.	The minimum internal dimensions of each locker required is: height 85 cm, depth 45 cm, width 20 cm.	

TR-S3	Cycling and ~~M~~micromobility parking design	
1. Where ~~short stay~~ cycling and micromobility parking spaces are required to be provided by TR-S2, and that are not in a lockable, residential unit-specific storage facility such as a garage or storage locker dedicated to that residential unit, they must include stands, aisles and spaces that meet the ~~following~~ minimum specifications in Figure 1 – TR: Cycle and micromobility parking and Table 7 – TR: Minimum distance from centre of stand to a wall or kerb.~~:~~ ~~a. Stands must be sized and spaced to accommodate cycle dimensions of 1200mm high, 1800mm long and 600mm wide;~~ a. Note that all dimensions in Figure 1 – TR and Table 7B – TR are based on cycle envelopes and a 1.0 m long cycle stand. Adjust if using different stands or if providing for different types of cycles. b. Where a range is given, the upper value is preferred for ease of use, but the lower value is the minimum standard. c. The minimum aisle width for manoeuvring cycles to/from parking, per Australian Standard 2890.3 is 1.5 m, or 2.0 m for multi-tier parking or cycle lockers. Aisle widths are measured between the parking space envelopes, not between stands. 2. Hanging racks or vertical stands that require lifting of the bicycle must not exceed 50% of number of spaces. 3. At least one in every four cycle/micromobility parks on a site must meet the standards for “large cycles” in Figure 1 – TR. 4. Except for a lockable, residential unit-specific storage facility, each stand must provide a locking point that is		Assessment criteria where the standard is infringed: 1. The safety and effectiveness of the cycling and micromobility parking spaces; 2. Site limitations, configuration of buildings and activities, user requirements and operational requirements; and 3. The safety of pedestrians, cyclists and micromobility users using the road, accessways and walkways.

securely anchored to an immovable object and must allow the frame and at least one wheel to be secured, with the frame able to be secured by a U-lock (also known as a "D-lock") ~~a. Stands must be securely anchored to an immovable object.~~ ~~b. Stands must allow the cycling or micromobility device frame and, in the case of cycles, at least one wheel, to be secured.~~ 2. Short stay ~~C~~cycling and ~~M~~micromobility parking facilities required to be provided by TR-S2 must be located: i. So they are easily accessible for users, within 20m of the primary entrance; ii. So they ~~do not impede~~ are clear of pedestrian thoroughfares ~~including areas used by people whose mobility or vision is restricted~~ to provide safety for all pedestrians, including at-risk groups such as pedestrians with mobility and vision impairments, and children; iii. To be clear of vehicle parking or manoeuvring areas; and iv. ~~Short stay cycling and micromobility parking facilities must~~ To be available during the activity's hours of operation and must not be impeded by any structure, storage of goods, landscape planting or other use; and 3. ~~Where I~~Long stay cycling and micromobility parking spaces ~~are~~ required to be provided by TR-S2~~,~~: a. ~~they~~ must be located~~: I~~n a covered area where access by the general public is excluded~~, and at least one wheel is able to be secured~~; and b. must be electric charging-ready by being serviced with an electrical cable conduit from the electricity supply to the parking space or the collective parking facility. ~~Note: Refer to 'Cycle Parking Planning and Design, Waka Kotahi 2019'.~~	

Figure 1 – TR: Cycle and micromobility parking



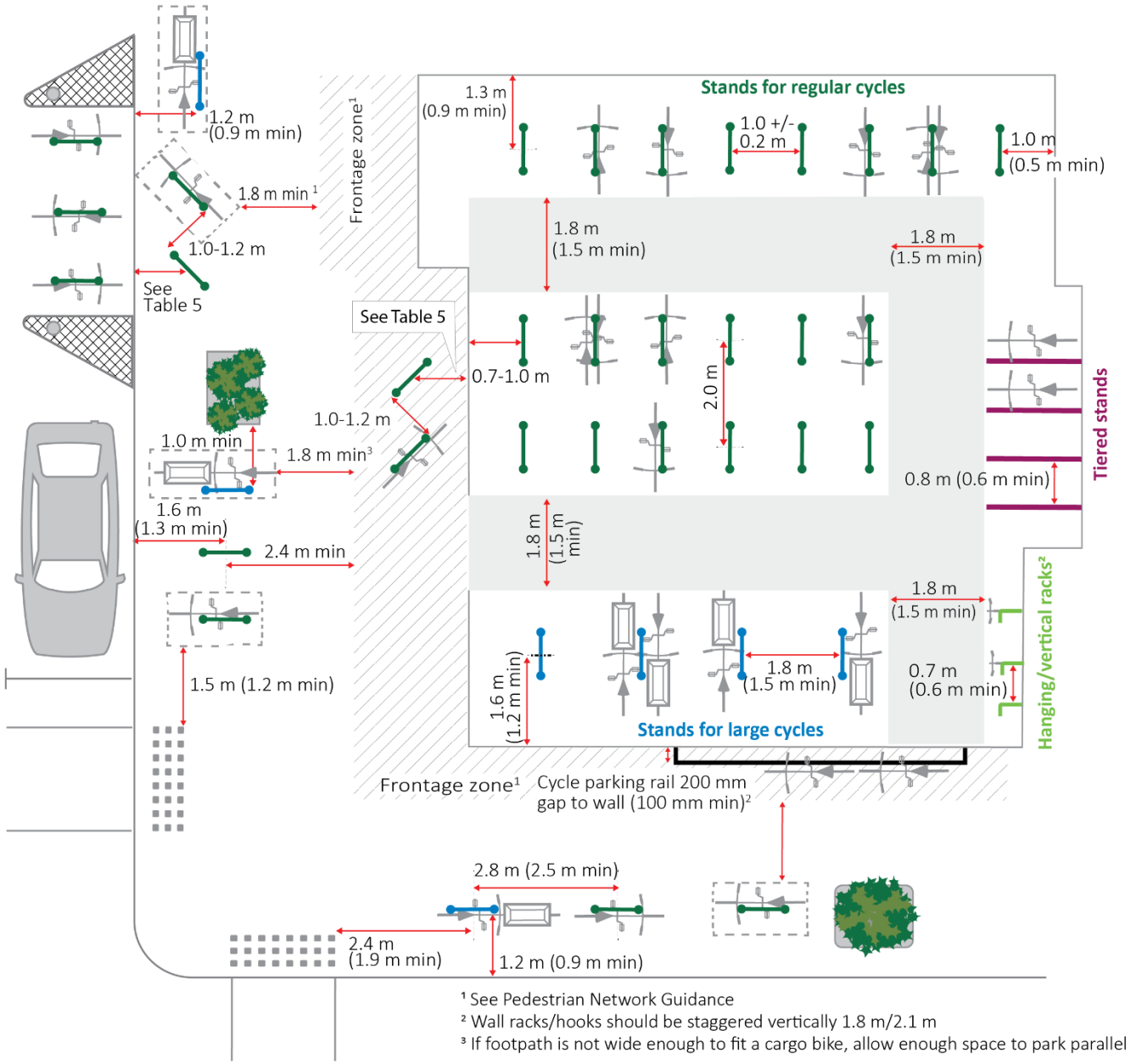


Table 7B – TR: Minimum distance from centre of stand to a wall or kerb

Use this Table when Figure 5A refers to "See Table 5".

	Orientation				
	Parallel				Perpendicular
	0°	22.5°	45°	67.5°	90°
With clearance	0.9 m	1.0 m	1.1 m	1.2 m	1.3 m
Without clearance	0.5 m	0.6 m	0.7 m	0.8 m	0.9 m

Note: source of Figure 1-TR and Table 7B-TR is the Cycling parking planning and design: Cycling Network Guidance Technical Note (Version 3, 9 December 2022) Figure 16: cycle parking envelopes, typical stand dimensions and layouts, and Table 5: minimum distance (in metres) from centre of stand to a wall or kerb.

TR-S4	On-site pedestrian, cycling and micromobility paths
1. On-site pedestrian, cycling and micromobility paths must achieve the following: a. Provide pedestrian access from the road to each residential unit on the site; b. Provide cycling and micromobility access from the road to each building on the site that provides cycle and micromobility device storage; ~~c. Connect to minimum width of 1.8m at the road boundary;~~ d. Have a minimum formed width of 1.2 m or, for paths accessing more than 1 residential unit, 1.5 m; and e. If stairs are necessary between cycling and micromobility storage and the legal road, a wheeling ramp at least 300 mm wide on one side of the stairs must be provided.	
TR-S5	**Classification of driveways**
1. Driveways must be classified according to Table 8 – TR: Classification of Driveways.	

Table 8 – TR: Classification of driveways

Driveway use	Resulting driveway classification
1. 1-30 light vehicle movements per day*; or 2. No more than 2 heavy vehicle movement per week**	Driveway Level 1
3. 31-60 light vehicle movements per day*; or 4. 3-4 heavy vehicle movements per week**	Driveway Level 2
5. 61-200 light vehicle movements per day*; or 6. 5-8 heavy vehicle movements per week**	Driveway Level 3
7. 201 or more light vehicle movements per day*; or 8. 9 or more heavy vehicle movements per week**	Specific design as part of High Trip Generating activity consideration

* Vehicle movements per day must be assessed as average vehicle movements per day, averaged over a full seven day week;

** Vehicle movements per week must be assessed as average vehicle movements per week, averaged over a full 52 week year.

TR-S6	Design of driveways
1. The minimum design vehicle used for a driveway must be a 4.91 m x 1.87 m vehicle (85th	

percentile vehicle); and 2. Driveways must be designed to achieve the design speeds, minimum widths, maximum gradients and seal requirements in Table 9 – TR: Design of Driveways; and 3. Where driveways will result in any building served from the driveway to be more than 70 m away from a legal road, the full length of the driveway must provide unhindered access for fire appliances in accordance with the vehicle access standards in the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008.	

Table 9 – TR: Design of driveways [moved to landscape-oriented page at end of section for readability in this document]

TR-S7	Design requirements for on-site vehicle parking, circulation and manoeuvring
1. Where provided on a site, car parking spaces and associated circulation and manoeuvring areas must be designed to accommodate a 4.91 m x 1.87 m vehicle (85th percentile vehicle) as the minimum design vehicle, with 300 mm clearance per side to obstructions and a minimum outside turning radius of 5.8 m; 2. If the site is located in an area where no fully reticulated water supply system is available, or the development will result in any building served from the driveway to be more than 70 m away from a legal road with a fully reticulated water supply system including hydrants, then circulation and manoeuvring areas must: a. Have a minimum unobstructed width of 4 m; b. Have a minimum formed width of 3.5 m; c. Have a minimum height clearance of 4 m; and d. Be designed to be free of obstacles that could hinder access for emergency vehicles; These TR-S7.2 standards override other vehicle access, circulation and manoeuvring standards to the extent of any conflict. 3. Car parking spaces must: a. Comply with the minimum dimensions of Figure 5 – TR: Parking and Table 10 – TR: Parking Space Dimensions; b. Have a maximum gradient of 5% (1 : 20) in any direction; and c. Have a minimum height clearance of its vehicle access and any associated garage door of: i. 2.3 m for spaces where the general public have access; and ii. 2.1 m for all other spaces; and	

~~d. Have a minimum height clearance of its vehicle access and any associaedCommercial/industrial 2.3~~ d. For residential on-site car parking spaces, be electric vehicle-charging-ready by being serviced with an electrical cable conduit from the electricity supply to the edge of the ~~carpark~~ car parking area; 4. ~~Blind~~ Car parking aisles closed at one end must extend at least 1 m at the closed end beyond the last parking space they provide access to; 5. On-site circulation and manoeuvring areas must have a maximum gradient of 12.5% (1 : 8); 6. On-site circulation and manoeuvring areas must be provided so that vehicles can enter and exit the site in a forward direction, except where: a. The site has no more than three parking spaces; b. Any reversing would be for a distance no more than 30 m; and c. The road is a Local Street; 7. On-site circulation and manoeuvring areas must not be located on: a. The public road reserve; or b. Areas provided for parking, loading or storage; and ~~8. On-site parking, circulation and manoeuvring must not include ramps, turntables, lifts or stackers.~~ Note: Where parking is provided, the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001) sets out requirements for the number and design of parking spaces for people with disabilities and for accessible routes from the parking spaces to the associated activity or road.	

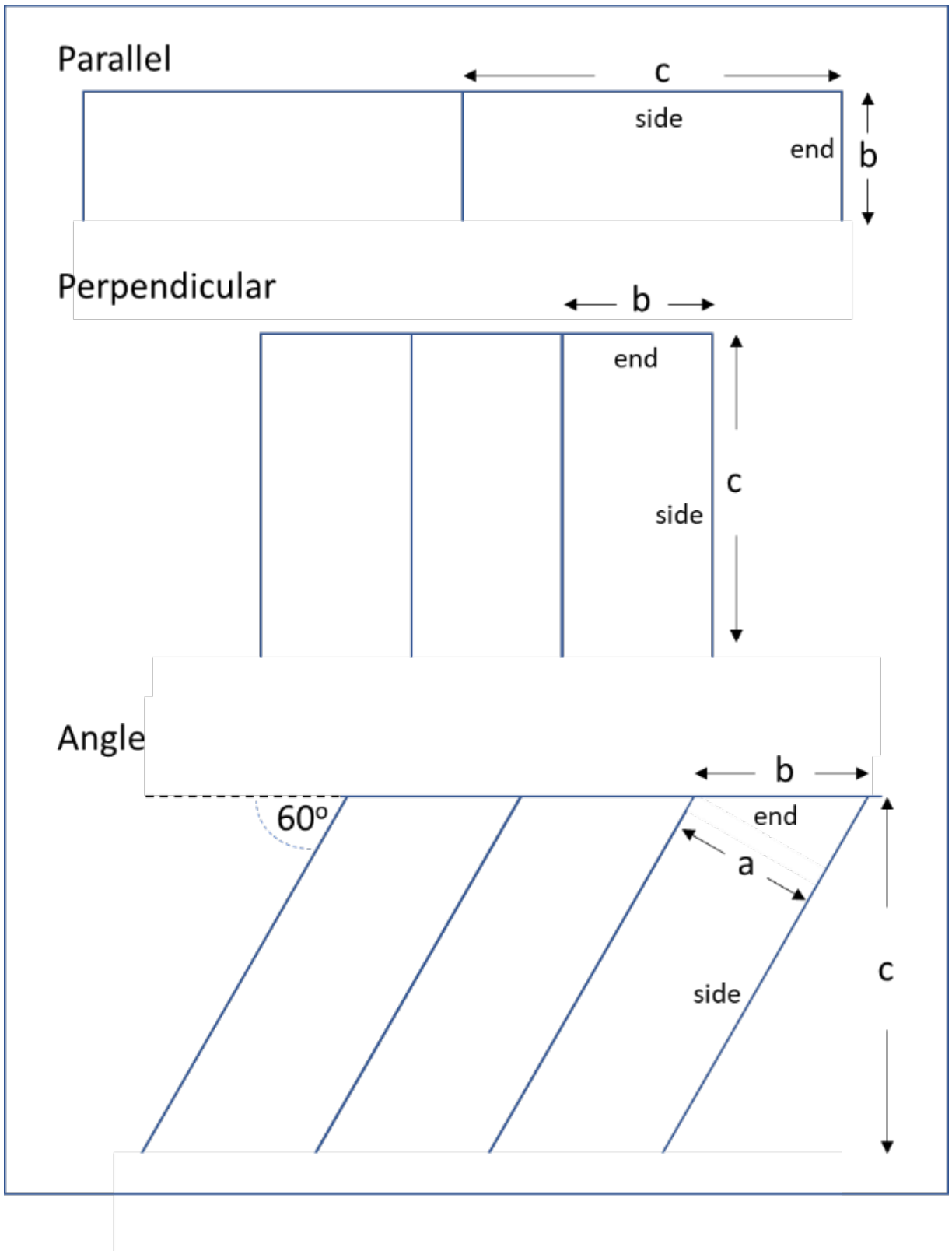
Table 10 – TR: Parking space dimensions

Parking space type	Dimension a* (m)	Dimension b* (m)	Dimension c* (m)	Minimum aisle width (m)
Parallel (permanently unobstructed sides and ends)	-	2.1	6.0	3.6
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column)	-	+0.3	+0.3	
Perpendicular (permanently unobstructed sides and ends)	-	2.5	5.0	6.2
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column or inside garage)	-	+0.3	+0.3	

Additional clearance requirement both ends obstructed (e.g. inside garage)	-	-	+0.4	
Additional aisle width for accessing garage door that is less than 2.7 m wide				+0.8
Angle - 60 degrees (permanently unobstructed sides)	2.5	2.9	5.1	4.6
Additional clearance requirement for each obstructed side (e.g. fence, wall, column)	+0.3	+0.33	-	
Additional clearance requirement if one end obstructed (e.g. fence, wall, column)			+0.6	

*Dimensions a, b and c are shown in Figure 5 - TR: Parking

Figure 5 – TR: Parking



TR-S8	Provision of on-site loading areas
1. ~~2.~~ No on-site loading areas are required for buildings with a building footprint [OR gross floor area] of less than 450 m^2~~.~~; and 2. ~~1.~~ At least one on-site loading area must be provided ~~for~~ on a site with one or more buildings ~~with~~ that have a building footprint [OR gross floor	

area] of 450 m^2 or more.~~; and~~	

TR-S9	Design requirements for on-site loading, circulation and manoeuvring
1. On-site loading and associated circulation and manoeuvring areas must be designed to accommodate an 8.0 m x 2.5 m medium rigid truck as the minimum design vehicle, with 300 mm clearance per side to obstructions and a minimum outside turning radius of 10.0 m; 2. Loading areas must have a minimum height clearance of 4.5 m; and 3. Loading, circulation and manoeuvring areas must not be located on the public road reserve.	

~~INF-S15~~ TR-S10	Connection to roads – sites with pedestrian, cycling and micromobility site access only
1. For sites with frontage to a road: a. The direct legal road frontage must have a width of at least 1.8m. 2. For sites with no frontage to a road: a. Access must be provided to a road via an access easement with a width of at least 1.8m.	

~~INF-S16~~ TR-S11	Connection to roads - driveways
1. The number of vehicle crossings per site must not exceed one; 2. The minimum design vehicle for a vehicle crossing is a 5.20 m x 1.94 m vehicle (99th percentile vehicle); 3. For Urban Roads, the length of a vehicle crossing parallel to the road must be no more than: a. 3 m for Driveways Level 1; or b. 6 m for Driveways Level 2 and 3. 4. For Rural Roads: a. The vehicle crossing must be sealed between the road carriageway and the property boundary; and b. The entry and exit turn radius of the vehicle crossing must each be at least 9.0 m; 5. Where the vehicle crossing incorporates a pedestrian, cycling or micromobility path, the crossfall of the path must meet not exceed 2.5% (1 : 40); 6. The vehicle crossing for a site with frontage to two or more roads must connect to the road with the lower number of vehicle movements per day; 7. Vehicle crossings must not be located within 10m of an intersection tangent point as shown as the heavy line between Points A and B in Figure 2 – INF: Vehicle Crossings in Relation to Intersections. In addition, vehicle crossings for Driveways Level 2 and 3 must not be located at the top of a T-intersection as shown as the heavy line between Points C and D in Figure 2 – INF: Vehicle Crossings in Relation to Intersections; 8. The distance from vehicle crossings to railway crossings must be at least 30 m, measured from the nearest edge of the vehicle crossing to the nearest railway track; 9. Connections to the road reserve must provide clear visibility splays for pedestrian safety from 1.0 m above ground level as shown in Figure 3 – INF: Driveway Visibility Splays and Sight Distances. Driveways Levels 2 and 3 must provide the visibility splay on the left hand exit side only. For Driveways Level 1 where the driveway is	

within 2.0 m of the adjoining property boundary, the visibility splay is not required if a 75 mm high speed hump is installed 1.0 m from the road boundary; 10. Sight distances from vehicle crossings as shown in Figure 3 – INF: Driveway Visibility Splays and Sight Distances; and 11. Must comply with Table 5 – INF: Minimum Sight Distances at Vehicle Crossings. Note: Limited Access Roads may have additional or different requirements under the Government Roading Powers Act 1989.	

Figure 2 – ~~INF~~TR: Vehicle Crossings in Relation to Intersections

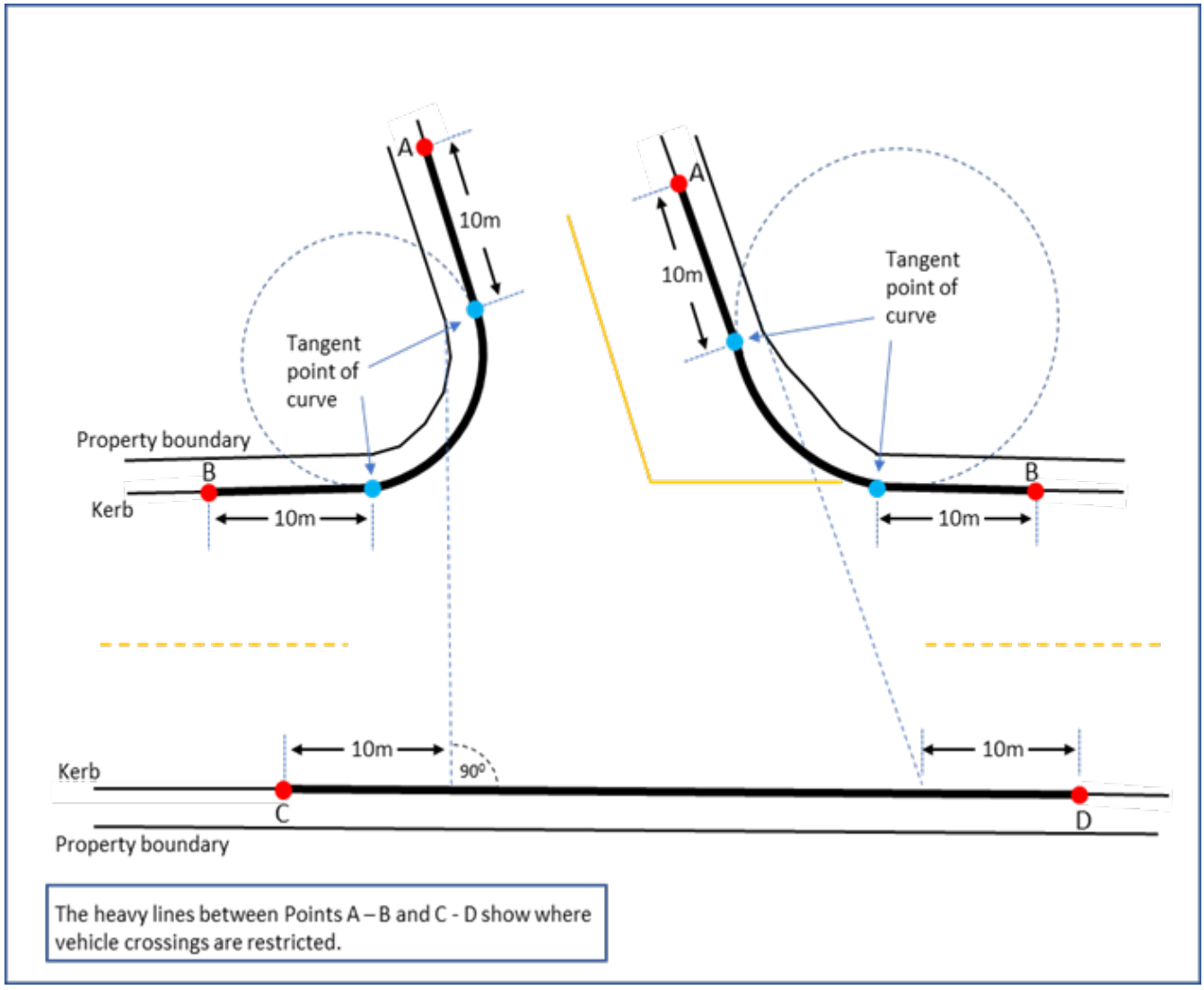


Figure 3 – ~~INF~~TR: Driveway Visibility Splays and Sight Distances

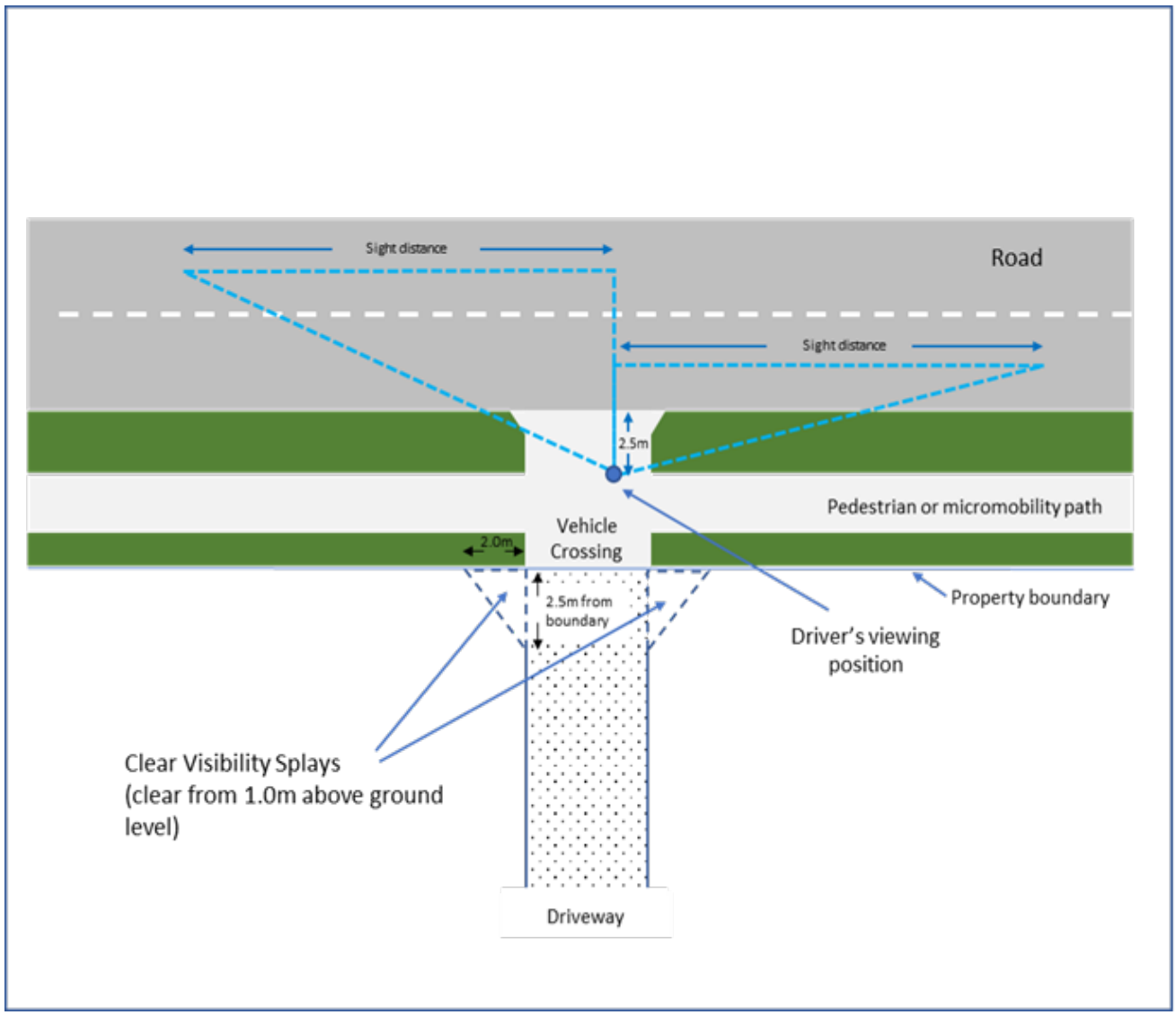


Table 5 – ~~INF~~TR: Minimum Sight Distances at Vehicle Crossings

Frontage speed limit (km/h)	Driveway level 1 Minimum sight distance (m) (see Figure 3 – INF: Driveway Visibility Splays and Sight Distances)	Driveways levels 2 & 3 Minimum sight distance (m) (see Figure 3 – INF: Driveway Visibility Splays and Sight Distances)
30	25	25
40	30	35
50	40	45
60	55	65
70	70	85
80	96	105

Table 7 – TR: Minimum number of on-site cycling and micromobility device parking spaces

1. These Table TR-7 short stay and long stay requirements apply in **all zones**, except that in the **City Centre, Metropolitan Centre, Local Centre, Neighbourhood Centre and Mixed Use Zones:**
   a) The **short stay (visitors)** minimum parking requirements **only** apply **if** one or more short-stay visitor car parks are on site.
   b) When 1(a) applies, the minimum number of short-stay visitor cycling and micromobility device parking spaces required is the lesser of:
      i. the number of short-stay visitor car parks (not including mobility parks or loading bays) on site; or
      ii. the number in the **short stay (visitors)** column in this Table 7.
   c) Otherwise, the **short stay (visitors)** requirements below do not apply.
2. Where the calculation of required parking spaces results in a fractional space, the fraction must be rounded up or down to the nearest ~~full~~ whole space.

Activity	Minimum number of on-site cycling and micromobility device parking spaces ~~Both short stay and long stay must be provided~~	
	Short stay (visitors)	**Long stay (staff*, residents, students)**
~~**Any activity in the following zones:**~~ ~~• City Centre~~ ~~• Metropolitan~~ ~~• Local Centre~~ ~~• Neighbourhood~~ ~~• Mixed Use~~	~~Nil~~	~~In accordance with the rest of this table~~
3. **Commercial activity** — a. All, except as per specific activity below	Minimum 2, 0.05 per 100m^2 GFA ~~or as per specific activity below~~	Minimum 1, 0.1 per 100m^{2}GFA ~~or as per specific activity below~~
b. Entertainment and Hospitality Activity	0.1 per person that the site is designed to accommodate; ~~or as per specific activity below~~	Minimum 1, 0.1 per staff member* ~~or as per specific activity below~~
4. **Community facility**	0.1 per person that the site is designed to accommodate	Minimum 1, 0.1 per staff member*
5. **Educational facility**	~~As per specific activities below~~	
a. Childcare services	Minimum 2	Minimum 1,

			0.1 per staff member*
	b. Tertiary education facility	Minimum 2	Minimum 1, 0.1 per student and 0.1 per staff member*
6. **Emergency service facilities**		Minimum 2	Minimum 1, 0.1 per staff member*
7. **Healthcare activity**		Minimum 2, 1 per 100m^2 GFA	Minimum 1, 0.1 per staff member*
8. **Industrial activity**		Minimum 2	Minimum 1, 0.1 per 100m^2 GFA
9. **Residential**	a. All, ~~(~~except as ~~provided~~ per specific below)	1 per 10 residential units	Minimum 1 per residential unit**
	b. In the City Centre Zone	1 per 10 residential units	Minimum 0.5 per residential unit**
	c. Hostels	1 per 10 beds	Minimum 1, 1 per 3 beds
	d. Retirement villages	Minimum 1, plus 0.1 per residential unit	Minimum 1, ~~plus~~ Minimum 0.1 per residential unit** and 0.1 per staff member*

* The number of staff members is the maximum number of full or part time staff members on the site at any one time.
** The cycle and micromobility device parking space cannot be located within the residential unit itself. A lockable, residential unit-specific storage facility such as a garage or storage locker is an acceptable solution, provided it can fit the cycle space dimensions in Figure 1 – TR: Cycle and micromobility parking. This may be a communal facility.

Table 9 – TR: Design of driveways

Classification	Design speed (km/h)	Maximum gradient	Minimum Width (m)				
			Footpath	~~Cycling and micromobility~~	Vehicles: must provide unhindered vehicle, cycling and micromobility access~~)~~	Infrastructure berm	Overall legal width

Driveway Level 1	• 10	• 25% (1 : 4) • 2 m transition length for changes in grade >12.5% (1 : 8) • For sites where the driveway rises to meet the road, 5% (1 : 20) maximum gradient within 6 m of road boundary	• Shared in vehicle lane	• ~~Shared in vehicle lane~~	• 1 x 3.0 • Passing bays at 50 m maximum spacing; • Clear line of sight between passing bays	Shared in vehicle lane	• 3.0 + any passing bays
Driveway Level 2	• 10	• 20% (1 : 5) • 2 m transition length for changes in grade >12.5% (1 : 8) • For sites where the driveway rises to meet the road, 5% (1 : 20) maximum gradient within 6 m of road boundary	• 1 x 1.0	• ~~Shared in vehicle lane~~	• 2 x 3.0 for the first 6.0 m from the road boundary; • 1 x 3.0 for the rest of the driveway; • Passing bays at 50 m maximum spacing; • Clear line of sight between passing bays	Shared in vehicle lane	• 4.0 + any passing bays
Driveway Level 3	• 20	• 16% (1 : 6.25) • 2 m transition length for changes in grade >12.5% (1 : 8) • For sites where the driveway rises to meet the road, 5% (1 : 20) maximum gradient within 6 m of road boundary	• 1 x 1.5	• ~~Shared in vehicle lane~~	• 2 x 3.0	• 1 x 1.0	• 8.5