



## **SECOND GENERATION DISTRICT PLAN**

# **Cross Plan: Service Stations Decision of Hearings Panel**

**Proposed Second Generation Dunedin City  
District Plan (2GP)**

**7 November 2018**





## **User guide to the decision reports and the marked-up decisions version of the 2GP**

The decisions of the 2GP Hearings Panel are presented in 29 decision reports (one report per hearing topic).

The reports include the Panel's decisions and reasons and incorporate the requirements under s32AA.

At the end of each report a table has been included summarising all the decisions on provisions (Plan text) in that decision report.

### **Marked-up version of the Notified 2GP (2015)**

The decisions include a marked-up version of the notified 2GP, which shows the amendments made to the notified plan in ~~strike-through~~ and underline. Each amendment has a submission point reference(s) or a reference to 'cl.16' if the amendment has been made in accordance with Schedule 1, clause 16(2) of the Resource Management Act. Schedule 1, clause 16(2), allows minor and inconsequential amendments to be made to the Plan.

Amendments to the Schedules below are not marked up as in other sections of the plan as they are drawn from a different source. Any changes to Schedules are detailed in the decision report for the relevant section.

Some very minor clause 16 changes such as typographical errors or missing punctuation have not been marked up with underline or strikethrough. More significant cl. 16 changes (such as where provisions have been moved) are explained using footnotes, and in some cases are also discussed in the decision.

### **Hearing codes and submission point references**

As part of the requirement of the DCC to summarise all original submissions, all submission points were given a submission point reference, these references started with 'OS'. Further submissions were also summarised and given a submission point that started with 'FS'.

The submission points are made up of two numbers the first is the submitter number, which is followed by a full stop, the second part is the submission point number for that submitter.

For example, OS360.01 is submitter 360 and their first submission point.

The 2GP Hearings Panel has used these same submission point references to show which submission points different amendments were attributed to. However, to enable these changes to be linked to different decision reports, the reference code was changed to start with a decision report code, e.g. Her 308.244.

A list of hearing codes can be found on the following page.

It should be noted that in some cases where several submitters sought a similar change, the submission point reference may not include all of these submission points but rather include only one or say, for instance, "PO 908.3 and others".

### Master summary table of all decisions

In addition to the summary table at the end of each decision report there is a master summary table that lists all decisions on provisions (Plan text), across all hearing topics, including details of the section(s) of the decision report in which that decision is discussed, and the relevant section(s) of the s42A reports. The s42A report sections will be helpful for appellants needing to identify which other parties have submitted on that provision, as notices of the appeal must be served on every person who made a submission on the provision or matter to which the appeal relates. The master summary table of decisions can be found on the decisions webpage of the 2GP website ([2gp.dunedin.govt.nz](http://2gp.dunedin.govt.nz)).

### List of hearing codes

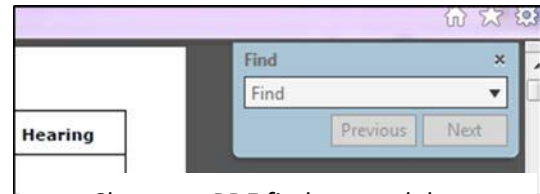
Hearing topic	Code
Commercial Advertising (cross plan hearing topic)	CP
Commercial and Mixed Use Zones	CMU
Community Correction Facilities (cross plan hearing topic)	CP
Defence Facilities and Emergency Services (cross plan hearing topic)	CP
Designations	Des
Earthworks	EW
Heritage	Her
Industrial Zones	Ind
Major Facilities (without Port and Mercy Hospital)	MF
Manawhenua	MW
Mercy Hospital	Mer
Natural Environment	NatEnv
Natural Hazards	NatHaz
Natural Hazard Mitigation	HazMit
Network Utilities	NU
Plan Overview and Structure	PO
Port Zone	Port
Public Amenities	PA
Public Health and Safety (PHS)	PHS
Quarries and Mining Activities (cross plan hearing topic)	CP
Recreation Zone	Rec
Residential Zones	Res
Rural Zones	RU
Rural Residential Zones	RR
Scheduled Trees	ST
Service Stations (cross plan hearing topic)	CP
Temporary Activities	TA
Transportation	Trans
Urban Land Supply	ULS

## How to search the document for a submitter number or name

1. If you want to search for particular submitter name, submission point or Plan provision in any of the reports (decision report, marked-up version of the Plan, or s42A report) the easiest way to do this is to use the 'Find' function.
2. When you have the document open, press the keys CTRL and F (Windows) or CMND and F (Mac) to bring up the 'PDF Finder'.



*Chrome – PDF finder search box*



*Chrome – PDF finder search box*

3. Once the PDF search box appears (in the top left or right corner of your browser) type in the submission number or submitter name and press enter on your keyboard.
4. The PDF finder will search for all instances of this term. Depending on the size of the document and your internet connection it may take a minute or so.
5. Press on the up or down arrows (Chrome) or 'next' (Internet Explorer) in the search box to view the different instances of the term until you find the one you are looking for.
6. An 'advanced search' function is available under the Edit tab in some PDF viewers, this allows you to search 'whole words' only to look for exact strings of letters or numbers



## Table of Contents

1.0	Introduction	3
1.1	Scope of Decision	3
1.1.1	Section 42A Report	3
1.1.2	Structure of Report	3
1.2	Section 32AA Evaluation	3
1.3	Statutory Considerations	4
2.0	Hearing appearances and evidence presented	5
3.0	Key topics discussed at the hearing or covered in tabled evidence	6
3.1	Overview	6
3.2	Requested amendment to definition of Service Station to include "on-site cafes"	7
3.2.1	Decision and decision reasons	7
3.3	Service Stations and vehicle trip generation, and access for non-motorised transport	7
3.4	Changes to the activity status of Service Stations	8
3.4.1	Activity status of Service Stations in residential, rural and rural residential zones	8
3.4.1.1	Decision and decision reasons – activity status of Service Stations – residential and rural zones	11
3.4.1.2	Decision and reasons – activity status of Service Stations – rural residential zones	13
3.4.2	Commercial and mixed use zones	13
3.4.2.1	Decision and decision reasons - Activity status of Service Stations – commercial and mixed use zones	14
3.4.3	Industrial zones	14
3.4.3.1	Decision and decision reasons - Activity status of Service Stations and self-service fuel stations – industrial zones	16
3.5	Rule 19.6.1 Boundary treatments	16
3.5.1	Decision and decision reasons	17
	Appendix 1 – Amendments to the Notified 2GP (2015)	18
	Appendix 2 – Summary of Decisions	

## 1.0 Introduction

1. This document details the decisions of The Proposed Dunedin City District Plan Hearings Panel/Te Paepae Kaiwawao Motuhake O Te 2GP with regard to the submissions and evidence considered at the Cross Plan: Service Stations Hearing, held on the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> of July 2016 at the 2GP Hearings Centre.
2. Five different s42A Reports were prepared for the Cross Plan Provisions Hearing, being those covering:
  - Commercial Advertising
  - Management of Service Stations
  - Management of Community Corrections Facility Activities
  - Management of Emergency Services and Defence Facilities
  - Management of Quarries/Mining.

### 1.1 Scope of Decision

3. This Decision Report addresses the three original and two further submission points addressed in the Cross Plan: Service Stations s42A Report. The submitters were *BP Oil NZ Ltd and Mobil Oil NZ Ltd and Z Energy Ltd* ('the Oil Companies') (OS634 and FS2487), *McKeown Group Limited* (OS895), *Construction Industry and Developers Association* (OS997) and *Harboursides and Peninsula Preservation Coalition (HPPC)* (FS2267).
4. The submission points related mainly to the proposed non-complying activity status of Service Stations in residential, rural and some commercial and mixed use zones and the restricted discretionary status of Service Stations in industrial zones. Only *the Oil Companies* and *McKeown Group Limited* appeared at the hearing.
5. This Decision Report also addresses the *McKeown Group Limited's* submission point OS895.8 which was included in the Industrial s42A Report and was heard at the Industrial Hearing.

#### 1.1.1 Section 42A Report

6. The Cross Plan Service Stations s42A Report deals primarily with the activity status of Service Stations in the residential, rural, rural residential, commercial and mixed use and industrial zones.

#### 1.1.2 Structure of Report

7. The decision report is structured by topic. The report does not necessarily discuss every individual submitter or submission point; instead it discusses the matters raised in submissions and records our decisions and reasons on the provisions relevant to each topic<sup>1</sup>. Appendix 2 at the end of the report summarises our decision on each provision where there was a request for an amendment. The table in Appendix 2 includes provisions changed because of other decisions.

## 1.2 Section 32AA Evaluation

8. Section 32 of the Resource Management Act 1991 (RMA) establishes the framework for assessing proposed objectives, policies and rules. Section 32AA of the RMA requires a further evaluation to be released with decisions, outlining the costs and benefits of any amendments made after the proposed Plan was notified.

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<sup>1</sup> In accordance with Schedule 1, section 10 of the RMA



9. The evaluation must examine the extent to which each objective is the most appropriate way to achieve the purpose of the RMA and whether, having had regard to their efficiency and effectiveness, the policies and rules proposed are the most appropriate for achieving the objectives. The benefits and costs of the policies and rules and the risk of acting or not acting must also be considered.
10. A section 32AA evaluation has been undertaken for all amendments to the notified Plan. The evaluation is incorporated within the decision reasons in section 3.0 of this decision.

### **1.3 Statutory Considerations**

11. The matters that must be considered when deciding on submissions on a district plan review are set out in Part 2 (sections 5-8, purpose and principles) and sections 31, 32 and 72-75 of the RMA. District plans must achieve the purpose of the RMA and must assist the council to carry out its functions under the RMA.
12. The s42A Report provided a broad overview of the statutory considerations relevant to this topic. These include:
  - Section 75(3) of the RMA, which requires us to ensure the 2GP gives effect to any National Policy Statement (NPS) or National Environmental Standard (NES) that affects a natural or physical resource that the Plan manages. We note that there are no NPS or NES directly relevant to this topic
  - Section 74(2)(a) of the RMA, which requires us to have regard to the proposed Otago Regional Policy Statement (pRPS) and section 75(3)(c) of the RMA, which requires us to ensure the 2GP gives effect to the operative Otago Regional Policy Statement (oRPS). We note that the proposed RPS was notified on 23 May 2015, and decisions released on 1 October 2016. At the time of making these decisions on 2GP submissions some of the proposed RPS decisions are still subject to appeal, and therefore it is not operative
  - Section 74(2)(b)(i), which requires us to have specific regard to any other key strategies prepared under the Local Government Act. The s42A Report highlighted the Dunedin Spatial Plan 2012 as needing to be considered as this DCC strategic document sets the strategic directions for Dunedin's growth and development for the next 30 plus years.
13. These statutory requirements have provided the foundation for our consideration of submissions. We note:
  - where submissions have been received seeking an amendment of a provision and that provision has not been amended, we accept the advice in the original s42A Report that the provision as notified complies with the relevant statutory considerations
  - where a submitter has sought an amendment in order to better meet the statutory considerations, we have discussed and responded to these concerns in the decision reasons
  - in some cases, while not specifically raised, we have made amendments to the Plan as the evidence indicated this would more appropriately achieve these statutory considerations, in these cases we have explained this in our decision reasons
  - where we have amended the Plan in response to submissions and no parties have raised concerns about the provisions in terms of any statutory considerations, and we have not discussed statutory considerations in our decision, this should be understood to mean that the amendment does not materially affect the Plan's achievement of these statutory considerations.

## 2.0 Hearing appearances and evidence presented

14. Submitters who appeared at the hearing, and the topics under which their evidence is discussed, are shown below in Table 1. All evidence can be found on the 2GP Hearing Schedule webpage under the relevant Hearing Topic <https://2gp.dunedin.govt.nz/2gp/hearings-schedule/index.html>

**Table 1: Submitters and relevant topics**

Submitter (Submitter Number)	Represented by/experts called	Nature of evidence	Topics under which evidence is discussed
<i>BP Oil NZ Ltd and Mobil Oil NZ Ltd and Z Energy Ltd ("the Oil Companies")</i> (OS634) (FS2487)	Ms Georgina McPherson (planning consultant)	Pre-circulated expert planning evidence.	<ul style="list-style-type: none"> <li>• 3.2 Requested amendment to definition of Service Station to include "on-site cafes"</li> <li>• 3.4 Changes to the activity status of Service Stations</li> <li>• 3.5 Rule 19.6.1 Boundary treatments</li> </ul>
<i>McKeown Group Limited</i> (OS895)	Mr Alan Cubitt (resource management consultant)	Pre-circulated expert evidence.	<ul style="list-style-type: none"> <li>• 3.4 Changes to the activity status of Service Stations</li> <li>• 3.5 Rule 19.6.1 Boundary treatments</li> </ul>

15. Appearances for the Dunedin City Council were:
- Mr Peter Rawson, Reporting Officer
  - Ms Sarah Connolly, Transport Planning Manager
16. Evidence provided by Mr Rawson included:
- s42A Report organised primarily under topic headings which responded to each submission point
  - revised recommendations (tabled) responding to feedback from submitters.
17. Evidence provided by Ms Connolly included:
- memorandum dated 10 May 2016 titled '2GP Approach to the management of Service Stations'
  - memorandum dated 30 May 2016 titled '2GP Approach to the management of Service Stations in Industrial Zones – Memo 2'
18. Planning assistance to the hearing was provided by:
- Dr Anna Johnson, City Development Manager

## 3.0 Key topics discussed at the hearing or covered in tabled evidence

### 3.1 Overview

19. Service Stations in the residential, rural, and rural residential zones and the Recreation Zone are included under the “all other activities in the commercial activities category” of the relevant activity status table in the 2GP, and are non-complying activities in those zones.
20. In the commercial and mixed use zones, there is a varied approach to how Service Stations are managed.
21. In the Central Business District, Warehouse Precinct, Smith Street York Place, and Harbourside Edge Zones, Service Stations are non-complying activities.
22. In the centres zones (Principal, Suburban, Rural, Neighbourhood, Neighbourhood Convenience and Neighbourhood Destination) and Princes, Parry and Harrow Street Zone, Service Stations are discretionary activities. In the CBD Edge Commercial, Trade Related and Industrial zones, Service Stations are restricted discretionary activities.
23. Service Stations are also required to comply with the Service Station Standards Performance Standard (Rule 6.7.1), which controls pump location (distance from road boundary), queuing space, and access and egress in specific zones.
24. Service Stations are also included in the definition of “high trip generating activities” in the 2GP. ‘High Trip Generating Activities’ is not part of the category of activities in the Nested Tables, but rather is a defined term, to connect a limited set of provisions to a set of activities without needing to list those activities separately.
25. Plan provisions that use this term are as follows:

#### ***Special Information Requirement Rule 6.13.2 Integrated transport assessment***

*Resource consent applications for all high trip generating activities must include an Integrated Transport Assessment (ITA) unless, having considered the specific circumstances of the activity and site, Council determines that an ITA is unnecessary. The information requirements for an ITA are set out in the table below. The level of detail and analysis provided in each section of the ITA should reflect the scale and complexity of the proposed activity and the context of the site and its surrounding environment.*

[Table with details required in the ITA follows]

#### ***Rule 6.4 Notification***

1. *Applications for resource consent for high trip generating activities will be publicly notified in accordance with s95A(2) of the RMA, including the following activities:*
  1. *service stations, including additions or alterations that create additional fuel pumps;*
  2. *restaurant - drive through, including additions or alterations that create additional drive through windows;*
  3. *early childhood education - large scale;*
  4. *schools; and*
  5. *quarrying (defined as part of mining).*

#### ***Policy 6.2.3.8***

*Only allow high trip generating activities where they are designed and located to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network.*

### **3.2 Requested amendment to definition of Service Station to include “on-site cafes”**

26. *The Oil Companies* (OS634.5) sought to have the definition of Service Stations amended to include on-site cafes, except for drive through restaurants. They considered that the nature and scale of cafes (i.e. involving the sale of coffee and baked goods, and with only limited seating), would not detract from the primary role of a service station or result in any discernible increase in traffic generation.
27. The Reporting Officer recommended that this submission is accepted in part, as he considered that the sale and consumption of food was reasonable provided it was ancillary to the primary activity of the sale of motor vehicle fuels (s42A Report, p. 15). To ensure this, he recommended amending the definition of Service Stations so that it reads:

#### **“Service Stations**

The use of land and buildings where the primary activity is the sale of motor vehicle fuels, but which may also include any of the following ancillary activities:

- sale of tyres, batteries, kerosene and other accessories normally associated with motor vehicles;
- sale of packaged convenience food and beverage (including café-style takeaways);
- the mechanical repair and servicing of motor vehicles, including boats;
- hire of trailers; and
- car wash facilities.

This definition excludes any restaurant activities that may also be provided on-site.

28. The Reporting Officer considered this more precisely described the type of activity the submitters were requesting and would not open the definition to including semi-attached restaurants establishing on service station premises.
29. Ms Georgina McPherson, planning witness for *The Oil Companies*, supported the recommendation by the Reporting Officer (Statement of Evidence, p. 11).

#### **3.2.1 Decision and decision reasons**

30. We accept in part the submission by *the Oil Companies* (OS634.5) and agree with the relief suggested by the Reporting Officer. Our reasons are that we agree that the sale of packaged convenience food and beverages including cafe style takeaways are commonly part of most Service Stations and do not result in any additional effects on traffic generation, provided they do not function as standalone restaurants.
31. This revised definition of Service Stations is shown in Appendix 1, against reference CP634.5.

### **3.3 Service Stations and vehicle trip generation, and access for non-motorised transport**

32. At the hearing part of the discussion related to the provisions around whether Service Stations:
- are a destination activity
  - are high trip generating activities; and
  - need to provide for non-motorised transport.

33. Ms Sarah Connolly, Transport Planning Manager for DCC, in her evidence dated 10 May 2016 gave her opinion that new Service Stations require greater scrutiny due to their potential impacts on pedestrian access and network efficiency (including from queuing of vehicles), and therefore some form of planning assessment should always be required. She said these effects were most pronounced in the central city and within centres, but also in rural and rural residential zones as they are likely to generate trips by pedestrians in locations where few pedestrian facilities are provided. Furthermore, Ms Connolly's view was that, regardless of zoning considerations, Service Stations should ideally be located on arterial and strategic roads (Statement of Evidence, p. 2).
34. Ms Connolly presented additional evidence, dated 30 May 2016, concerning the management of Service Stations in industrial zones. That evidence reiterated her contention that some form of planning assessment should always be required for Service Stations. She noted that industrial areas tend to experience relatively low traffic volumes, with a high percentage of truck movements and are designed so that manoeuvring, loading and unloading can take place freely. However, with increased vehicle and pedestrian traffic going to Service Stations, including in industrial zones, there are likely to be conflicts and effects on the safety and efficiency of the transport network (Statement of Evidence, p. 1).
35. Ms Georgina McPherson, planning witness for *the Oil Companies*, disagreed with the evidence of Ms Connolly regarding the volume of traffic and vehicle queuing generated by Service Stations. Ms McPherson did not consider that Service Stations should be treated separately as high trip generating activities, as Service Stations are not a destination activity, with a significant proportion of customers being from vehicles already present on the local road network. She said the motorists will generally not stop at a service station that is congested with vehicles queuing, and so there would not be adverse safety or network effects (Statement of Evidence, pp. 6-7).
36. We note here that the specific matter of whether Service Stations should be considered high trip generating activities is dealt with in the Transportation Decision Report where we decided to amend the definition to only refer to a number of vehicle movements rather than list activities.
37. In principle, however, while we accept Service Stations will primarily be drawing from passing traffic rather than generating new traffic, we do not entirely accept the submitters' evidence that Service Stations do not generate trips in their own right. The advent of loyalty programmes or price differentials may result in motorists driving to a particular Service Station as a destination even if that station is not on an existing route.
38. We accept the evidence of Ms Connolly that, as modern Service Stations sell a range of non-motoring products including food and beverages some customers will walk or bike to Service Stations, and therefore the needs of these customers must also be considered from a traffic safety perspective.

### **3.4 Changes to the activity status of Service Stations**

39. The activity status of Service Stations in various zones is summarised in Section 3.1, Overview.

#### **3.4.1 Activity status of Service Stations in residential, rural and rural residential zones**

40. *The Oil Companies* requested that the activity status of Service Stations be amended:
  - in the residential zones, from non-complying to discretionary (Rule 15.3.3.21) (OS634.39)
  - in the rural zone, from non-complying to discretionary (Rule 16.3.3.37) (OS634.40)
  - in the rural residential zones, from non-complying to discretionary (Rule 17.3.3.22) (OS634.41).

41. As a general premise they considered that Service Stations should be provided for, in a more enabling way, in a wide range of environments in recognition that they are needed to serve vehicles that are already travelling on the road network.
42. *Harbourside and Peninsula Preservation Coalition (HPPC)* (FS2267.86) opposed the *Oil Companies'* submission to change the activity status of Service Stations in the Rural Zone from non-complying to discretionary.
43. The Reporting Officer recommended that *the Oil Companies* submissions OS634.39 and OS634.40 be accepted in part and submission OS634.41 be rejected and that Service Stations (s42A Report, Section 4.3, pp. 10-11):
- "be discretionary activities in residential and rural zones on roads classified as strategic or arterial because the existing residential and rural character and amenity is strongly influenced by this roading infrastructure and their location is more likely to minimise adverse effects on the safety and efficiency of the transport network;
  - remain non-complying activities elsewhere in the residential and rural zones as they are likely to have significant adverse effects, respectively, on residential and rural amenity and character; and
  - they remain non-complying activities in the rural-residential zones due to effects on the character of these zones and because "these zones are usually located on roads other than arterial or strategic, are generally fragmented in location and are also generally situated between Rural and Residential or Commercial Mixed Use zoned land which, especially regarding Commercial Mixed Use zoned land, are better suited for the location of Service Stations".
44. Because of these changes, he also recommended a new Policy 15.2.1.7 (and amendments to Policy 15.2.3.4, Policy 15.2.4.7 and Rule 15.11.2.5), and a new Policy 16.2.1.11 (and amendments to Policy 16.2.2.5, Policy 16.2.3.6 and Rule 16.11.2.5).
45. The recommended new policies are shown below:
- "Policy 15.2.1.7*  
*Only allow service stations on strategic or arterial roads where the activity is unable to locate in a centre or industrial zone due to operational or site availability constraints."*
- "Policy 16.2.1.11*  
*Only allow service stations on strategic or arterial roads where the activity is unable to locate in a centre or industrial zone due to operational or site availability constraints."*
46. Ms McPherson, planning witness for *the Oil Companies*, made the following statements regarding the location of Service Stations in Dunedin (Statement of Evidence, pp. 8-9):
- "The policies seek to restrict the location of service stations on strategic or arterial roads where an alternative site in a centre or industrial zone is not practicable, but make no reference to locations other than on strategic or arterial roads. The effect of this is to favour sites that are not located on strategic or arterial roads, which is not the intent and is inconsistent with the approach taken in the rules, whereby service stations in the residential or rural zones are discretionary activities where they are located on strategic or arterial roads but non-complying in other parts of the zones.*
- Further, the policies seek to prioritise the location of service stations in centres and industrial zones over other parts of the city. While I accept there will be a need to manage the adverse effects associated with any given Service Station site in relation to the surrounding environment, I do not, in principle, support the policy approach of seeking to restrict the location of service stations to a limited range of zones (i.e. centres and industrial zones). This is because the overall location of such zones may have little relationship to the needs of the community or commuters."*
47. Ms McPherson also sought that we reject the recommendations of the Reporting Officer in relation to Policies 15.2.1.7; 15.2.3.4; 15.2.4.7; 16.2.1.11; 16.2.2.5 and 16.2.3.6 and

to retain Policies 15.2.3.4; 16.2.2.5 and 16.2.3.6 without amendment. She also requested inclusion of a new policy in the residential and rural zones that appropriately recognises the functional and locational needs of Service Stations, while requiring the adverse effects of such activities to be appropriately managed, as shown below (Statement of Evidence, p. 10):

*"Enable service stations in the residential and rural zones where they:*

- (a) Support the social and economic well-being of the community;*
- (b) Are located on strategic or arterial roads or urban high density routes and will not adversely affect the retail hierarchy;*
- (c) Are in keeping with or complement the planned built character and are compatible with the scale and form of development anticipated within the zone; and*
- (d) Avoid, remedy or mitigate adverse effects on residential and rural amenity."*

48. In his revised recommendations,<sup>2</sup> the Reporting Officer outlined further revisions to his recommendations including:

- clarification that an Urban High Density Corridor is a type of arterial road;
- revised wording from his s42A Report recommendations for new Policy 15.2.1.7 and new Policy 16.2.1.11 (relating mainly to effects on the vibrancy and functioning of the centre's hierarchy, site availability and special locational requirements);
- amendment to Policy 15.2.4.7 to reference Service Stations;
- revised wording from his s42A Report recommendations for amendments to the assessment of discretionary activities in Rule 15.11.2 and Rule 16.11.2; and
- a new Policy 2.4.1.9 encouraging Service Stations on strategic or arterial roads where appropriate.

49. *The Oil Companies* advised they agreed an Urban High Density Corridor is a type of arterial road (in Appendix 6A: Road Classification Hierarchy) but that they opposed the recommended new residential Policy 15.2.1.7 and amendments to Policies 15.2.3.4 and 15.2.4.7 to include Service Stations<sup>3</sup>.

50. Their reasons included:

- the requirement in Policy 15.2.1.7 and Policy 16.2.1.11 to require consideration of alternative sites in the commercial or industrial zones is inappropriate because it does not recognise the role and function of Service Stations to be dispersed around the city, or their ability to locate in a range of environments with little adverse effect on the amenity of those environments;
- the policy approach of 'only allowing' Service Stations in the identified circumstances was too absolute, did not enable consideration of the unique role and function of Service Stations, and was inconsistent with an effects-based approach;
- the approach in policies 15.2.3.4, 15.2.4.7, 16.2.2.5 and 16.2.3.6 of 'only allowing' the identified activities (including Service Stations) to occur where effects are avoided in the first instance was opposed because the listed activities involve a different level of potential for adverse effects, and the acceptability or otherwise of these would need to be assessed on a case by case basis;
- new Policy 2.4.1.9 is inappropriate as it is essentially at a Strategic Direction level, i.e. it has requirements that are stipulated in the Policy. They also questioned whether there was scope for the proposed amendment; and
- the assessment rules (Rules 15.11.2 and 16.11.2) which include consideration of changes to vehicle movements on roads which is irrelevant because Service Stations rely on passing traffic for 80-95% of their customers, and assessment of roof lines,

<sup>2</sup> circulated as an attachment via email to submitters on the 13th of July 2016

<sup>3</sup> in an emailed response dated 27 July 2016

colour and materials are inappropriate because no such requirements are imposed on residential development.

51. The Reporting Officer provided final revised recommendations, in response to the emailed response from *the Oil Companies* on the policy and assessment rule wording to facilitate the recommended amendment in activity status of Service Stations in the residential and rural zones, as follows<sup>4</sup>:
- an amendment to new Policy 15.2.1.7 and new Policy 16.2.1.11 to clarify that the zones referred to were the Princes, Parry and Harrow Street Zone, Trade Related Zone, CBD Edge Commercial Zone, industrial and centres zones;
  - wording for a new strategic direction Policy 2.4.1.9 to support the change in activity status from non-complying to discretionary on strategic arterial roads (e.g. a policy to describe the new method, including the relevant considerations for assessing consents); and
  - an amendment to Rule 15.11.2. and 16.11.2 to replace "residential" with "site" boundaries, so that the phrases could not be misinterpreted to mean zone boundaries.

#### 3.4.1.1 Decision and decision reasons – activity status of Service Stations – residential and rural zones

52. We accept in part *the Oil Companies'* submission (OS634.39 and OS634.40) to change the activity status of Service Stations from non-complying to discretionary in residential and rural zones, but only on strategic and arterial roads (see amendment references CP634.39 and CP634.40 in Appendix 1).
53. We note there are two key issues related to the location of Service Stations in a broader range of zones that were debated at the hearing:
1. whether Service Stations should be subject to the centres hierarchy and strategic approach to managing the distribution of commercial activities to support the vibrancy and viability
  2. whether Service Stations are compatible with the amenity expectations of the rural, rural residential and residential zones.
54. In terms of the first issue we did not fully agree with the evidence of Ms McPherson that the needs of customers should trump any consideration of the broader social and economic goals that are being sought through having a centres hierarchy strategic policy in the 2GP. We note that in the CMU Hearing we had evidence that this policy was giving effect to a higher order policy in the p-ORPS and received a considerable amount of evidence related to demand and capacity with respect to the various zones in which commercial activities are provided and the needs of different commercial activities. Overall, our conclusion from the submission and evidence heard at that hearing was to support the intent and overall approach of the centres hierarchy.
55. However, we do agree that Service Stations are different and require special consideration. In terms of the sale of fuel and vehicle products we do not think that the location of fuel sales needs to be restricted to support the centres hierarchy, however, we note that the evidence of the Oil Companies themselves, as well as that of Ms Connolly (Transport consultant for the DCC), indicate that modern Service Stations also include take away food sales and sales on sundry household items so are like dairies in terms of the range of non-vehicle products sold. Therefore, we feel they should be treated similarly to dairies which are also provided for as discretionary activities in residential zones.
56. We note that dairies are not provided for in rural and rural residential zones as the population density does not generally support them. However, we acknowledge the evidence of the Oil Companies that there is a need to locate outside of urban areas to

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<sup>4</sup> in a Memorandum dated 17 November 2016



provide adequate service across the transport network, particularly for along strategic and arterial roads in parts of the city that are not close to the main urban area. While we still feel that, where possible, Service Stations in the rural environment should try to locate in rural centres to support the functioning of that centre, particularly where the service station may provide ancillary dairy or other commercial functions (e.g. postal services), there may be circumstances where this is not possible and a discretionary status is therefore more appropriate than a non-complying one. We feel this scenario is less likely in the case of rural residential zones, which are rarely positioned adjacent to strategic or arterial roads. We also note that the Oil Companies did not continue to challenge the non-complying activity status in the rural residential zones or provide evidence to support their location there.

57. In term of the second issue, we feel that this can be managed by only providing for Service Stations in residential and rural zones on strategic and arterial roads, where they are more likely to be accommodated without having significant adverse effects on residential and rural amenity and on the accessibility and the safety and efficiency of the transport network.
58. In those locations, Service Stations will be primarily drawing from passing traffic already on those routes, rather than generating new traffic into the fabric of the residential and rural zones. However, we do not entirely accept the submitters' evidence that Service Stations do not generate trips as we note because of loyalty programmes or price differentials people will drive to a Service Station not on an existing route to access these discounts. For this reason, it is appropriate to require some form of site by site assessment for new and expanded Service Stations, and it is considered that discretionary activity status is appropriate.
59. We disagree with the revised recommendations of the Reporting Officer to include a new strategic direction Policy 2.4.1.9. We agree with *the Oil Companies* that the scope to add Policy 2.4.1.9 is questionable and we also consider that matters covered in the policy can be addressed in equivalent policies in management zones. Therefore, we have decided not to add a new strategic direction Policy 2.4.1.9. as recommended by the Reporting Officer.
60. We consider that Appendix 6A Road Classification Hierarchy should be amended to clarify that an Urban High Density Corridor is a type of arterial road, as recommended by the Reporting Officer and as requested by *the Oil Companies*. Although we note that decisions have been made through our decisions at the Transport Hearing.
61. However, we do not agree with *the Oil Companies'* requested amendments to the policy framework and the other consequential changes to support the change in activity status. We prefer the more minor amendments recommended by the Reporting Officer which more closely align with the policy drafting protocol of the 2GP (which we have broadly adopted subject to some amendments - see Plan Overview Decision Report). We also agree with the Reporting Officer that it is appropriate to encourage Service Stations first to seek to locate in zones in which they are provided for as permitted or restricted discretionary activities, as these environments have a higher ability to absorb the effects of Service Stations and therefore their location there is more appropriate.
62. Overall, we agree with the relief recommended by the Reporting Officer in his final Revised Recommendations – Service Stations, except for not supporting a new strategic direction Policy 2.4.1.9 and making small amendments to the wording of Policy 15.2.1.7, Policy 16.2.1.11 and associated assessment rules.
63. Therefore, our decision is to accept in part *the Oil Companies'* submission points (OS634.39 and OS634.40) to change the activity status of Service Stations from non-complying to discretionary in residential and rural zones. See amendment reference CP634.39 and CP634.40 in Appendix 1.
64. In summary, the amendments we are making because of these decisions, in residential and rural zones, are to:

- amend the activity status of service stations, where they are on a strategic or arterial road, from non-complying to discretionary. Also retain the non-complying activity status for Service Stations other than on a strategic or arterial roads {CP 634.39 and CP 634.40}
- add a new Policy 15.2.1.7, as worded below: *"Provide for service stations on a strategic road or arterial road, where it is not practicable, due to a lack of site availability and/or special locational requirements, to locate in the PPH, TR, CEC, industrial or centre zones. "* {CP 634.39}
- amend policies 15.2.3.4 and 15.2.4.7 to include Service Stations (CP634.39)
- amend Rule 15.11.2.7 to add assessment rules for Service Stations on strategic or arterial roads as a discretionary activity (CP634.39)
- add a new Policy 16.2.1.11 (CP634.40), which is worded the same as Policy 15.2.1.7 (refer above), amend policies 16.2.2.5 and 16.2.3.6 to include Service Stations (CP634.40)
- amend Rule 16.11.2.9 to add assessment rules for Service Stations on strategic or arterial roads as a discretionary activity (CP634.40)
- amend Rule 6.11.2.2 - assessment of discretionary activities in management and major facilities zones to include as a 'possible circumstances that may support a consent application', the following additional wording:

*"Service stations that include the ancillary sale of food or household consumables provide adequate cycle parking and marked pedestrian access to provide for customers who access the site by walking or cycling" (CP634.39).*

#### 3.4.1.2 Decision and reasons – activity status of Service Stations – rural residential zones

65. We reject *the Oil Companies'* submission (OS634.41) to change the activity status of Service Stations from non-complying to discretionary in the rural residential zones. Our reasons are that:
1. this zone does not often occur adjacent to strategic roads, therefore, providing for Service Stations as discretionary along strategic roads would not make sense for this zone; and
  2. their location in these zones is likely to have significant adverse effects on rural residential amenity and character and it is therefore more appropriate to locate Service Stations in other zones where they are better suited.

#### 3.4.2 Commercial and mixed use zones

66. *The Oil Companies* requested that the activity status of Service Stations in commercial and mixed use zones be amended as follows:
- from non-complying to discretionary in the Central Business District Zone (OS634.37)
  - from non-complying to discretionary in the Warehouse Precinct Zone, Smith Street and York Place Zone and Harbourside Edge Zone (OS634.38)
  - from discretionary to restricted discretionary in the Princes, Parry and Harrow Street Zone (OS634.38)
  - from discretionary to restricted discretionary in the centres zones (OS634.109)
67. *The Construction Industry and Developers' Association* (OS997.112) also requested that the activity status for Service Stations be changed from non-complying to discretionary in the Commercial and Mixed Use – Harbourside Edge Zone (Rule 18.3.4.18.d) as part of a broad submission seeking this type of change for many commercial activities across a

range of zones. Further submission FS2487.118 from *The Oil Companies* supported this submission.

68. The Reporting Officer (s42A Report, Section 4.3, pp. 12-14) recommended that the activity status of Service Stations should:
- remain non-complying in the CBD, Smith Street and York Place, Harbourside Edge and Warehouse Precinct Zones, due to the potentially significant adverse effects on heritage values and the amenity of the zones;
  - be amended to restricted discretionary instead of discretionary in the Princes, Parry and Harrow Street zone, as it is generally a lower amenity environment and with high capacity (strategic and arterial) roads running through the zone, limiting the number of issues that need to be considered;
  - be amended to restricted discretionary instead of discretionary in all centre zones, as performance standards applying to buildings within those centres containing pedestrian street frontage or heritage precinct overlays will also manage adverse effects on pedestrian amenity. Outside of pedestrian frontage and heritage precincts, the effects related to Service Stations are primarily effects on the safety and efficiency of the transport network and on accessibility, therefore restricted discretionary status is more appropriate.

#### 3.4.2.1 Decision and decision reasons - Activity status of Service Stations – commercial and mixed use zones

69. We reject *the Oil Companies'* submissions (OS634.37 and OS634.38) to change the activity status of Service Stations in the Central Business District Zone, Warehouse Precinct Zone, Smith Street and York Place Zone and Harbourside Edge Zone from non-complying to discretionary. We accept the Reporting Officer's reasons, i.e. that Service Stations locating in these zones are incompatible and will have potential significant adverse effects on heritage values and the character and amenity of the zones.
70. We accept *the Oil Companies'* submissions (OS634.109 and OS634.38) to change the activity status of Service Stations in the Princes, Parry and Harrow Street Zone and centre zones from discretionary to restricted discretionary. We consider that the Princes, Parry and Harrow Street Zone is a lower amenity environment with high capacity (strategic and arterial) roads running through the zone, and agree with the Reporting Officer in that respect. We also agree with the Reporting Officer's reasoning for accepting a restricted discretionary activity for Service Stations in centres zones as outlined above. See amendment references CP634.109 and CP634.38.
71. We have made consequential amendments to Rule 18.10.2 Assessment of restricted discretionary land use activities to reference Service Stations and effects on residential amenity and the safety and efficiency of the transport network. See amendment references CP634.109 and CP634.38, CMU 634.36 and Trans 458.4. We have also amended Rule 18.11.3.4 Assessment of discretionary land use activities by removing reference to Service Stations in the PPH and Centres zones, due to our decision to change their activity status from discretionary to restricted discretionary.
72. We reject the *Construction Industry and Developers Association's* submission (OS997.112) to change the activity status of Service Stations in the Harbourside Edge Zone from non-complying to discretionary because the intent of the Harbourside Edge Zone is to develop a high amenity environment, and we do not consider that Service Stations will be compatible in that environment.

#### 3.4.3 Industrial zones

73. Submissions by *The Oil Companies* (OS634.32) and *McKeown Group Limited* (OS895.6) requested that the activity status of Service Stations in the industrial zones (Rule 19.3.3.12) be permitted instead of restricted discretionary.

74. The Reporting Officer recommended that Service Stations in industrial zones retain their restricted discretionary activity status, as there are adverse effects that need to be considered (e.g. on the transportation network, effects related to pedestrian movements) (s42A Report, Section 4.3, p. 14).
75. Also, as previously noted, Ms Connolly provided additional evidence regarding the management of Service Stations in industrial zones, and re-iterated her view that some form of planning assessment should always be required for Service Stations, even in industrial zones.
76. The *McKeown Group Limited's* planner, Mr Alan Cubitt, questioned the need for restricted discretionary activity status for services stations in the industrial zones when, under the operative Plan, Service Stations are permitted in the Industrial 1 Zone. He said that no actual evidence of any traffic safety issues had been presented by DCC staff, and therefore, there was no justification for removing the permitted activity status from Service Stations within the industrial zones.
77. At the hearing there was discussion regarding any differences in traffic effects between a standard service station and a self-service fuel station. It was noted that a standard service station, as well as fuel sales, usually also includes the sale of packaged food and café style takeaways (which might attract pedestrian and bicycle customers), as well as other goods and services including trailer hire and car-wash services. Self-service fuel stations do not include those other aspects and accordingly do not generate non-motorised customers.
78. Because of that discussion, we requested that the Reporting Officer draft revised recommendations and forward any revised recommendations to submitters for feedback. In his revised recommendations<sup>5</sup> the Reporting Officer recommended a further change in response to the *McKeown Group Limited's* submission to create a new sub-activity of "self-service fuel stations", which would be a permitted activity in the industrial zones. This could be achieved by amending Rule 19.3.3.16 (along with consequential amendments to Policy 19.2.1.1 to reference self-service fuel stations). His reason for this was that self-service fuel stations usually do not have the issues related to pedestrians and non-motorists accessing Service Stations that include food and beverage sales.
79. Mr Cubitt responded by saying that *McKeown Group Limited*<sup>6</sup>, would still prefer all Service Stations to be permitted in the industrial zone, but it supports unmanned stations being permitted as recommended.
80. Ms McPherson, planning witness for *the Oil Companies*, opposed the proposed definition for "self-service fuel stations" as she considered it confusing and said that there should be no distinction between self-service fuel stations and Service Stations in the industrial zones she also questioned the necessity of amending Policy 19.2.1.1 to reference self-service fuel stations because Service Stations are already 'provided for' in the industrial zones by Policy 19.2.1.4 <sup>7</sup>.
81. The Reporting Officer's final revised recommendations, as contained in his Memorandum dated 17th of November 2016, acknowledged *the Oil Companies'* concerns with his proposed new definition for self-service fuel stations by adding specific exclusions to the definition (see Appendix 1).
82. He also agreed with *the Oil Companies* that his previous proposed recommended amendment of 13 July to Policy 19.2.1.1 was unnecessary due to the operation of Policy 19.2.1.4 and withdrew his previous recommendation to amend that Policy.

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<sup>5</sup> circulated as an attachment via email to submitters on the 13th of July 2016

<sup>6</sup> in email correspondence on 21 July 2016

<sup>7</sup> in her emailed response of the 27th of July 2016

### 3.4.3.1 Decision and decision reasons - Activity status of Service Stations and self-service fuel stations – industrial zones

83. Overall, we agree with the Reporting Officer and Ms Connolly that some assessment should always be required for Service Stations in industrial zones.
84. However, we consider that it is appropriate to provide for self-service fuel stations separately as a sub-activity of Service Stations because these types of Service Stations do not have the issues related to pedestrians and non-motorists accessing the activity for the dairy and food sales often associated with Service Stations. We agree with the Reporting Officer and with Mr Cubitt in that respect, and disagree with Ms McPherson's contention that there should be no distinction between Service Stations and self-service fuel stations.
85. We therefore accept, in part, *the Oil Companies'* submission (OS634.32) and the *McKeown Group Limited's* submission (OS895.6) to change the activity status of Service Stations in industrial zones from restricted discretionary to permitted, but only to the extent of including a new definition for self-service fuel stations and providing for self-service fuel stations as a permitted activity in industrial zones.
86. We have included a more simplified definition of self-service fuel stations than that proposed by the Reporting Officer, which reads:
- The use of land or buildings for the self-service sale of motor vehicle fuels or other vehicle power sources. This excludes all of the ancillary activities (sales of tyres, convenience food etc) that are provided for in the definition of service stations. {CP 634.32}.*
87. We have made consequential amendments to the definition of Service Stations and to the nested table to include self-service fuel stations as a sub-activity of Service Stations and to require self-service fuel stations to comply with the service station standards in Rule 6.7.1.

## 3.5 Rule 19.6.1 Boundary treatments

88. *McKeown Group Limited* (OS895.7) requested that Service Stations be exempt from the Boundary Treatments performance standard (Rule 19.6.1) for landscaping along an Amenity Route Mapped Area. This rule requires a minimum width of 1.5m landscaped area along any road frontage identified as an Amenity Route Mapped Area (except for where vehicle access is provided). This submission was opposed by *the Oil Companies* (FS2487.80).
89. *McKeown Group Limited* (OS895.8) also requested that Service Stations be exempt from the Boundary Setbacks performance standard (Rule 19.6.11.1). The Reporting Officer recommended at the Service Station Hearing that we reject the *McKeown Group Limited* submission point OS895.7, as the rule is only a minimal landscaping requirement. He explained it is aimed to help improve the amenity of the area and required landscaping could be designed in such a way as to not compromise the safety or the operational efficiency of Service Stations (s42A Report, Section 4.3, p. 15).
90. The Reporting Officer also recommended at the Industrial Hearing that *McKeown Group Limited's* submission (OS895.8) be rejected and agreed with the evidence of Mr Christos (urban designer) that providing for exemptions would weaken the effectiveness of the rule (Industrial s42A Report, Section 5.45, pp. 93-94).
91. At the Service Stations Hearing, Mr Alan Cubitt, planner for *McKeown Group Limited*, considered that trees have the potential to impact on the safety and efficiency of access to Service Stations as they can block visibility of the pump island within the site. He considered that it was standard practice for Service Stations to have clear visibility into the site to ensure safe manoeuvring of vehicles accessing it, and it was not operationally feasible for trees to be a part of any landscaping required as part of a service station development.

### **3.5.1 Decision and decision reasons**

92. We reject the submissions by *McKeown Group Limited* (OS895.7 and OS895.8) to exempt Service Stations from the landscaping requirements of the Boundary Treatments performance standard (Rule 19.6.1) and the Boundary Setbacks performance standard (Rule 19.6.11.1) respectively. We consider that these requirements should be able to be met in a way that does not impact on the safety or functionality of Service Stations. We have seen several examples in Dunedin of landscaping for Service Stations and other activities with high numbers of vehicle movements, for example, Restaurants – Drive Through, where there are quite successful outcomes. For any situations where there is a legitimate issue with meeting the rule, the consent process will be available.
93. It is noted here that we have also made decisions on submissions related to landscaping along Amenity Route Mapped Areas in the Industrial Zones Decision Report. These decisions include increasing the minimum width of landscaping from 1.5m to 3m but reducing the required setback of buildings and structures, and we refer readers to the decision on the Industrial zones topic.

## **Appendix 1 – Amendments to the Notified 2GP (2015)**

Please see [www.2gp.dunedin.govt.nz/decisions](http://www.2gp.dunedin.govt.nz/decisions) for the marked-up version of the notified 2GP (2015). This shows changes to the notified 2GP with strike-through and underline formatting and includes related submissions point references for the changes.

## **Appendix 2 – Summary of Decisions**

1. A summary of decisions on provisions discussed in this decision report (based on the submissions covered in this report) is below.
2. This summary table includes the following information:
  - Plan Section Number and Name (the section of the 2GP the provision is in)
  - Provision Type (the type of plan provision e.g. definition)
  - Provision number from notified and new number (decisions version)
  - Provision name (for definitions, activity status table rows, and performance standards)
  - Decision report section
  - Section 42A Report section
  - Decision
  - Submission point number reference for amendment



## Summary of Decisions

Plan Section	Provision Type	Provision number	New Number	Provision Name	Decision	Submission Point Reference	Decision Report Topic number	S42A Report Section Number
1. Plan Overview and Introduction	Definition	1.5		Industry	Amend definition to add "depots for the storage and dispatch of vehicles, equipment, and/or materials, and the administration and dispatch of workers using these in the field"	CP 354.3	3.4	3
1. Plan Overview and Introduction	Definition	1.5		Community Activities	Retain the provision as notified		3.4	3
1. Plan Overview and Introduction	Definition	1.5		Community Corrections Facility (proposed New)	Do not add new definition, retain Plan as notified		3.4	3
18. Commercial Mixed Use Zones	Activity Status	18.3.3.22, 18.3.4.32 and 18.3.5.29	18.3.3.23, 18.3.4.32 and 18.3.5.32	All other activities in the major facility activities category	Retain the provisions as notified		3.4	3
19. Industrial Zones	Activity Status	19.3.3.8	19.3.3.7	All other activities in the major facility activities	Retain the provisions as notified		3.4	3

Plan Section	Provision Type	Provision number	New Number	Provision Name	Decision	Submission Point Reference	Decision Report Topic number	S42A Report Section Number
				category				
2. Strategic Directions	Policy	2.4.1.6			Do not amend as requested		3.4	4.1
18. Commercial Mixed Use Zones	Activity Status	18.3.3.4		Commercial Advertising	Do not amend as requested		3.3	4.1
18. Commercial Mixed Use Zones	Activity Status	18.3.4.5		Commercial Advertising	Do not amend as requested		3.3	4.1
18. Commercial Mixed Use Zones	Activity Status	18.3.5.5		Commercial Advertising	Do not amend as requested		3.3	4.1
19. Industrial Zones	Activity Status	19.3.3.15	19.3.3.15	Commercial Advertising	Do not amend as requested		3.3	4.1
24. Dunedin International Airport	Policy	24.2.2.4			Do not amend as requested		3.2	5.7.7 (MF s42A)
24. Dunedin International Airport	Policy	24.2.2.6			Do not amend as requested		3.2	5.7.8 (MF s42A)
24. Dunedin International Airport	Activity Status	24.3.3.11		All other activities in the commercial activities category	Do not amend as requested		3.2	4.1 (CP - Com advert)

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
24. Dunedin International Airport	Policy	24.5.9		Number and Location of Tourism Signs	Do not amend as requested		3.2	5.7.12 (MF s42A)
24. Dunedin International Airport	Development Performance Standard	24.6.9	24.6.6	Number, Location and Design of Ancillary Signs	Do not delete rule as requested		3.2	5.7.14 (MF s42A)
24. Dunedin International Airport	Assessment of Restricted Discretionary Performance Standard Contraventions	24.8.3.4	24.7.3.4	Number and Location of Tourism Signs	Do not amend as requested		3.2	5.7.15 (MF s42A)
24. Dunedin International Airport	Assessment of Restricted Discretionary Performance Standard Contraventions	24.8.4.11	24.7.4.6	Number, location and design of ancillary signs	Do not amend as requested		3.2	5.7.17 (MF s42A)
24. Dunedin International Airport	Assessment of Non-complying Activities	24.11.3	N/A deleted		Do not delete rule as requested		3.2	5.7.23(MF s42A)
1.4. Plan Overview and Introduction	Definition	1.5		Emergency Services	Do not amend as requested		3.1	4.1
1.4. Plan Overview and Introduction	Definition	1.5		Major Facility Activities	Do not amend as requested		3.1	4.1
2. Strategic Directions	Policy	2.3			Do not amend as requested		3.2.1	PHS 5.2.2

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
6. Transportation	Assessment of Restricted Discretionary Activities	6.10.2.6	6.11.2.6	Emergency services (residential zones, Taieri Aerodrome)	Amend assessment guidance to reflect change to activity status of emergency services in residential zones (add reference), CMU zones (remove reference) and Industrial zones (remove reference)	CP 945.30, 945.36, and 945.49	3.2.1	4.2
15. Residential Zones	Policy	15.2.1.2			Amend policy to include major facility activities	CP 945.58	3.2.1	Res 5.3.2
15. Residential Zones	Objective	15.2.1			Amend the objective by replacing 'major facilities' with 'major facility activities'	CP 945.29	3.2.3	4.2
15. Residential Zones	Policy	15.2.3.4			Amend policy to add reference emergency services, linked to change in activity status	CP 945.30	3.2.1	4.2
15. Residential Zones	Policy	15.2.4.7			Amend policy to add reference emergency services, linked to change in activity status	CP 945.30	3.2.1	4.2
15. Residential Zones	Activity Status	15.3.3.Y (New)	15.3.3.25	Emergency Services	Amend activity status from NC to RD and add subject to Minimum Car Parking performance standard	CP 945.30	3.2.1	4.2

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
15. Residential Zones	Land Use Performance Standard	15.5.9		Minimum car parking	Amend performance standard by adding a new minimum car parking standard for emergency services	CP 945.30	3.2.2	4.2
15. Residential Zones	Assessment of Restricted Discretionary Activities	15.10.2.X	15.11.2.3		Amend guidance for assessment of emergency services to add general assessment guidance that Council will consider "the functional requirements and operational needs of the emergency service when considering the above matters."	CP 945.41	3.2.1	4.2
15. Residential Zones	Assessment of Restricted Discretionary Activities	15.10.2.X	15.11.2.3	Emergency services	Add assessment rule and guidance for Emergency Services as an RD activity subject to: a. Effects on the safety and efficiency of the transport network and b. Effects on surrounding sites' residential amenity	CP 945.30	3.2.1	4.2
15. Residential Zones	Assessment of Non-complying Activities	15.12.3.5	15.13.3.4		Amend guidance linked to change to activity status for emergency services	CP 945.30	3.2.1	4.2

Plan Section	Provision Type	Provision number	New Number	Provision Name	Decision	Submission Point Reference	Decision Report Topic number	S42A Report Section Number
					(remove reference)			
16. Rural Zones	Policy	16.2.1.2			Amend policy to add reference emergency services, linked to change in activity status	CP 945.39	3.2.1	4.2
16. Rural Zones	Policy	16.2.1.2			Do not amend as requested		3.1	Ru 5.4.2.3
16. Rural Zones	Activity Status	16.3.3.AC	16.3.3.49	Emergency Services	Amend activity status from NC to P (except in overlay zones) and add subject to Minimum Car Parking standard	CP 945.39	3.2.1	4.2
16. Rural Zones	Land Use Performance Standard	16.5.7	16.5.8	Minimum car parking	Amend performance standard by adding a new minimum car parking standard for emergency services	CP 945.39	3.2.2	4.2
16. Rural Zones	Assessment of Non-complying Activities	16.12.3.2		All major facility, rural and industrial activities	Amend assessment guidance to reflect change to activity status of emergency services (remove reference)	CP 945.39	3.2.1	4.2
17. Rural Residential Zones	Policy	17.2.1.4			Amend policy to add reference emergency services, linked to change in activity status	CP 945.40	3.2.1	4.2

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
17. Rural Residential Zones	Activity Status	17.3.3.X	17.3.3.26	Emergency Services	Amend activity status from NC to P (except in overlay zones) and add subject to Minimum Car Parking standard	CP 945.40	3.2.1	4.2
17. Rural Residential Zones	Land Use Performance Standard	17.5.8		Minimum car parking	Amend performance standard by adding a new minimum car parking standard for emergency services	CP 945.40	3.2.2	4.2
17. Rural Residential Zones	Assessment of Non-complying Activities	17.12.3.3		ONF or HNCC overlay zones	Amend assessment guidance to add emergency services to list of activities managed in ONFs and HNCCs as the activity status remains NC in these overlays	CP 945.40	3.2.1	4.2
18. Commercial and Mixed Use Zones	Policy	18.2			Do not amend as requested		3.2.1	PHS 5.2.2
18. Commercial Mixed Use Zones	Activity Status	18.3.3.21	18.3.3.22	Emergency Services	Amend activity status from RD to P and add subject to Minimum Car Parking standard	CP 945.49	3.2.1	4.2
18. Commercial Mixed Use Zones	Activity Status	18.3.4.31		Emergency Services	Amend activity status from RD to P and add subject to Minimum Car Parking standard	CP 945.49	3.2.1	4.2

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
18. Commercial Mixed Use Zones	Activity Status	18.3.5.28	18.3.5.30	Emergency Services	Amend activity status from RD to P and add subject to Minimum Car Parking standard	CP 945.49	3.2.1	4.2
18. Commercial Mixed Use Zones	Land Use Performance Standard	18.5.6		Minimum car parking	Amend performance standard by adding a new minimum car parking standard for emergency services	CP 945.49	3.2.2	4.2
. Industrial Zones	Activity Status	19.3.3.6	19.3.3.5	Emergency Services	Amend activity status from RD to P and add subject to Minimum Car Parking performance standard	CP 945.36	3.2.1	4.2
19. Industrial Zones	Land Use Performance Standard	19.5.6		Minimum car parking	Amend performance standard by adding a new minimum car parking standard for emergency services	CP 945.36	3.2.2	4.2
19. Industrial Zones	Assessment of Restricted Discretionary Activities	19.10.3		Land use activities	Amend assessment guidance to reflect change to activity status of emergency services (remove reference)	CP 945.36	3.2.1	4.2
1. Plan Overview and Introduction	Definition	1.5		Mineral exploration	Amend definition of mineral exploration to align with definition in Crown Minerals Act 1991, and not exclude blasting, to reflect creation of new	CP 458.1 and others	3.15	4.3.5



Plan Section	Provision Type	Provision number	New Number	Provision Name	Decision	Submission Point Reference	Decision Report Topic number	S42A Report Section Number
					activity 'mineral exploration that involves blasting'			
1. Plan Overview and Introduction	Definition	1.5		Mining	Amend definition of mining as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
1. Plan Overview and Introduction	Definition	1.5		Rural Industry	Amend definition of rural industry to clarify that rural industry may include the processing of minerals and quarry products where not part of a mining activity on the same site.	CP 458.3 and others	3.16	4.3.5
1. Plan Overview and Introduction	Definition	1.5		Mineral prospecting	Amend definition of mineral prospecting to align with definition in Crown Minerals Act 1991. Amend definition of mineral prospecting as a consequence of creating new activity 'mineral exploration that involves	CP 458.34 and others CP 458.1 and others	3.15	4.3.5

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					blasting'			
1. Plan Overview and Introduction	Definition	1.5		Scheduled mining activity	Add a new definition for scheduled mining activity	CP 874.2 and others	3.1	4.3.1
1. Plan Overview and Introduction	Definition	1.5		Rural activities	Add 'scheduled mining activity' to rural activities definition	CP 874.2 and others	3.1	4.3.1
1. Plan Overview and Introduction	Definition	1.5		Natural Hazard Potentially Sensitive Activities	Add 'scheduled mining activity' to list of activities	CP 874.2 and others	3.1	4.3.1
1. Plan Overview and Introduction	Definition	1.5		Mining	Do not amend as requested		3.14	4.3.5
1. Plan Overview and Introduction	Nested Tables	1.6	1.3	Rural activities category	Add 'scheduled mining activity' to rural activities category nested table	CP 874.2 and others	3.1	4.3.1
2. Strategic Directions	Policy	2.3.1.2			Do not amend as requested		3.4	4.3.2
2. Strategic Directions	Policy	2.3.1.8 (New)			Add a new strategic direction policy related to mining under Objective 2.3.1	CP1088.17 and others	3.4	4.3.2

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
2. Strategic Directions	Policy	2.4.6.2			Add reference to mining in Policy 2.4.6.2	CP 1088.22	3.5	4.3.2
9. Public Health and Safety	Policy	9.2.2.6			Amend policy to add mineral exploration as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
9. Public Health and Safety	City Wide Performance Standard	9.3.6.6	9.3.6.7	Noise	Amend Rule 9.3.6.6 to add an exemption for noise generated by blasting in rural zones as part of mineral exploration as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
9. Public Health and Safety	Assessment of Discretionary Performance Standard Contraventions	9.6.4.6 (New)	9.7.4.6	Blasting (mineral exploration)	Amend Rule 9.6.4.6 to add blasting to the assessment of discretionary performance standard contraventions as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5

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9. Public Health and Safety	Special Information Requirement	9.8.1	9.9.1	Site management and emergency response plans	Amend Rule 9.8.1.3 to clarify that a site response and emergency plan may form part of a quarry management plan	CP 458.40	3.18	4.3.7
11. Natural Hazards	Introduction	11.1.3		Hazard provisions sensitivity classification	Add 'scheduled mining activity' to list of activities	CP 874.2 and others	3.1	4.3.1
15. Residential Zones	Activity Status	15.3.3.AA (New) , 15.3.3.26		Mining	Split off from all other activities in the rural activities category 'mining'.	CP 874.2 and others	3.1	4.3.1
15. Residential Zones	Activity Status	15.3.3.Z (New), 15.3.3.26		Scheduled mining activity	Split off from all other activities in the rural activities category a new activity: 'scheduled mining activity' and change activity status from NC to P and add reference to new performance standard	CP 874.2 and others	3.1	4.3.1
15. Residential Zones	Land Use Performance Standard	15.5.16 (New)		Scheduled mining activity	Add a new performance standard 'scheduled mining activity' linked to change to activity status of 'scheduled mining activity'	CP 874.2 and others	3.1	4.3.1

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
15. Residential Zones	Assessment of NC Activities	15.12.3.5	15.13.3.4		Amend guidance as a consequence of change to activity status of 'scheduled mining activity' (clarify does not apply to scheduled mining activity)	CP 874.2 and others	3.2	4.3.1
16. Rural Zones	Introduction	16.1		Introduction	Add reference to mining in the rural introduction	CP 458.59	3.4	4.3.2
16. Rural Zones	Policy	16.2.1.2			Do not amend as requested		3.6	4.3.3.1
16. Rural Zones	Objective	16.2.1			Amend objective wording	CP 1088.60 and others	3.12	4.3.3.8
16. Rural Zones	Policy	16.2.2.4			Amend policy to add reference to blasting in relation to mineral exploration as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
16. Rural Zones	Policy	16.2.2.5			Do not amend as requested		3.7	4.3.3.3
16. Rural Zones	Policy	16.2.2.6	NA deleted		Delete Policy 16.2.2.6	CP 458.23 and others	3.8	4.3.3.4
16. Rural Zones	Policy	16.2.3.4			Amend policy wording	CP 458.24 and others	3.9	4.3.3.5
16. Rural Zones	Policy	16.2.3.5			Amend policy wording	CP 458.25 and others	3.10	4.3.3.6

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
16. Rural Zones	Activity Status	16.3.3.12 (New), 16.3.3.12	16.3.3.13	Mineral exploration that does not involve blasting	Add new row to activity status table for mineral exploration that does not involve blasting as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
16. Rural Zones	Activity Status	16.3.3.AD (New), 16.3.3.13	16.3.3.17, 16.3.3.15	Scheduled mining activity	Split off from mining a new activity: 'scheduled mining activity' and change activity status from D to P in the rural zone and overlays and add reference to new performance standard	CP 874.2 and others	3.1	4.3.1
16. Rural Zones	Activity Status	16.3.3.X	16.3.3.12	Mineral prospecting	Add new row to activity status table for mineral prospecting as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
16. Rural Zones	Activity Status	16.3.3.Y (New), 16.3.3.12	16.3.3.14, 16.3.3.13	Mineral exploration that involves blasting	Split off from mining a new activity 'mineral exploration that involves blasting', change	CP 458.1 and others	3.15	4.3.5

Plan Section	Provision Type	Provision number	New Number	Provision Name	Decision	Submission Point Reference	Decision Report Topic number	S42A Report Section Number
					activity status from D to P and add reference to a new blasting performance standard			
. Rural Zones	Land Use Performance Standard	16.5.9.2	16.5.10.2	Separation distances	Amend to clarify the measurement of separation distances	CP 458.43 and others	3.11	4.3.3.7
16. Rural Zones	Land Use Performance Standard	16.5.9	16.5.10	Separation distances	Amend 16.5.9 so that mining not involving blasting and mining involving blasting is differentiated, with the separation distance from mining not involving blasting being increased to 200m and the separation distance from mining involving blasting being increased to 500m.	CP 458.43 and others	3.11	4.3.3.7
16. Rural Zones	Land Use Performance Standard	16.5.14 (New)	16.5.15	Blasting	Add new blasting standard to Rule 16.5 as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5
16. Rural Zones	Land Use Performance Standard	16.5.15 (New)	16.5.16	Scheduled mining activity	Add new performance standard 'scheduled mining activity'	CP 874.2 and others	3.1	4.3.1

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
16. Rural Zones	Land Use Performance Standard	16.5		Land use performance standards	Do not amend as requested		3.11	4.3.3.7
16. Rural Zones	Assessment of Restricted Discretionary Activities	16.10.2.2	16.10.2.4		Amend guidance to reflect deletion of policy 16.2.2.6	CP 458.23 and others	3.8	4.3.3.4
16. Rural Zones	Assessment of Restricted Discretionary Activities	16.10.2.3	16.10.2.5		Amend guidance to reflect deletion of policy 16.2.2.6	CP 458.23 and others	3.8	4.3.3.4
16. Rural Zones	Assessment of Restricted Discretionary Activities	16.10.2.5	16.10.2.1		Amend guidance to reflect change in Policy 16.2.3.5	CP 458.25 and others	3.10	4.3.3.6
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.2			Amend guidance to reflect change in Policy 16.2.3.5	CP 458.25 and others	3.10	4.3.3.8
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.3			Amend guidance to reflect deletion of policy 16.2.2.6	CP 458.23 and others	3.8	4.3.3.4
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.3			Amend guidance to reflect change in Policy 16.2.3.5	CP 458.25 and others	3.10	4.3.3.8
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.4		Mining, landfills	Amend guidance by adding guidance about rehabilitation and restoration (CP 1088.57) and locational constraints and logistical or	CP 1088.57 CP 901.24 and others	3.12	4.3.3.8



<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
					technical requirements (901.24 and others)			
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.4			Amend guidance to reflect deletion of policy 16.2.2.6	CP 458.23 and others	3.8	4.3.3.4
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.4			Amend guidance to reflect change in Policy 16.2.3.4	CP 458.24 and others	3.9	4.3.3.8
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.4			Amend guidance to reflect change in Policy 16.2.3.5	CP 458.25 and others	3.10	4.3.3.8
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.4			Amend guidance for mining to add reference to new mining policy 2.3.1.8	CP1088.17 and others	3.12	4.3.2
16. Rural Zones	Assessment of Discretionary Performance Standard Contraventions	16.11.3.4 (New)		Blasting (mineral exploration)	Amend Rule 16.11.3 to add blasting to the assessment of discretionary performance standard contraventions as a consequence of creating new activity 'mineral exploration that involves blasting'	CP 458.1 and others	3.15	4.3.5

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
17. Rural Residential Zones	Land Use Performance Standard	17.5.10.2		Separation distances	Amend to clarify the measurement of separation distances	CP 458.43 and others	3.11	4.3.3.7
17. Rural Residential Zones	Land Use Performance Standard	17.5.10		Separation distances	Amend 17.5.10 so that mining not involving blasting and mining involving blasting is differentiated, with the separation distance from mining not involving blasting being increased to 200m and the separation distance from mining involving blasting being increased to 500m.	CP 458.43 and others	3.11	4.3.3.7
19. Industrial Zones	Activity Status	19.3.3		Activity status table - land use activities	Do not amend as requested		3.17	4.3.6
20. Recreation Zone	Policy	20.2.2.9			Amend policy wording	CP 458.24 and others	3.9	4.3.3.5
20. Recreation Zone	Activity Status	20.3.3.X (New), 20.3.3.18	20.3.3.19, 20.3.3.18	Scheduled mining activity	Split off from mining a new activity: 'scheduled mining activity' and change activity status from D to P in the rural zone and NCC and add reference to new performance standard	CP 874.2 and others	3.1	4.3.1

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
20. Recreation Zone	Land Use Performance Standard	20.5.10 (New)	delete	Scheduled mining activity	Add a new performance standard 'scheduled mining activity' linked to change to activity status of 'scheduled mining activity'	CP 874.2 and others	3.1	4.3.1
20. Recreation Zone	Assessment of Discretionary Activities	20.11.2.3			Amend guidance to reflect change in Policy 20.2.2.9	CP 458.24 and others	3.9	4.3.3.5
20. Recreation Zone	Assessment of Discretionary Activities	20.11.2.3			Amend guidance to reflect change in Policy 20.2.2.9	CP 458.24 and others	3.9	4.3.3.5
20. Recreation Zone	Assessment of Discretionary Activities	20.11.2.3			Amend guidance to reflect change in Policy 20.2.2.9	CP 458.24 and others	3.9	4.3.3.5
20. Recreation Zone	Assessment of NC Activities	20.12.3.2			Amend guidance as a consequence of change to activity status of 'scheduled mining activity' (clarify does not apply to scheduled mining activity)	CP 874.2 and others	3.1	4.3.1
16. Rural Zones	Appendix	A1.5 (New)		Schedules	Add a new schedule for the scheduled mining activities	CP 874.2 and others	3.1	4.3.1
A7. Rural Character Values	Appendix	A7.1		High Country Rural Zone	Amend appendix description	CP 1088.61	3.13	4.3.4

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
16. Rural Zones	Activity Status	N/A		New provisions associated with a new zone for MPGOZ (permitted or controlled activity status for mining)	Do not add new provisions associated with proposed MPGOZ or new assessment rule that any land use activity needing consent be assessed with regard to likely future mining.		3.3	4.3.1
1. Plan Overview and Introduction	Definition	1.5		Self-service fuel stations (New)	Add new definition for self-service fuel stations as a consequence of creating new sub-activity 'self-service fuel stations' and change activity status from RD to P	CP 634.32	3.4.3	4.3
. Plan Overview and Introduction	Nested Tables	1.5		Self-service fuel stations (New)	Add new sub-activity of service stations called 'self-service fuel stations' in nested table	CP 634.32	3.4.3	4.3
. Plan Overview and Introduction	Nested Tables	1.5		Service stations	Add reference to self-service fuel stations as a sub-activity of service stations	CP 634.32	3.4.3	4.3
1. Plan Overview and Introduction	Definition	1.5		Service Station	Amend the definition to include "café-style takeaways"	CP 634.5	3.2	4.3

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
6. Transportation	Assessment of Discretionary Activities	6.11.2.2	6.12.2.1	All discretionary activities that are linked to Section 6.11	Amend guidance to reflect change to activity status for service stations on a strategic road or arterial road (add additional guidance)	CP 634.39	3.4.1	4.3
15. Residential Zones	Policy	15.2.1.7 (New)			Add a new policy to reflect change in activity status of service stations 'on a strategic road or arterial road'	CP 634.39	3.4.1	4.3
15. Residential Zones	Policy	15.2.3.4			Amend policy to reflect change in activity status for service stations (add reference to service stations)	CP 634.39	3.4.1	4.3
15. Residential Zones	Policy	15.2.4.7			Amend policy to reflect change in activity status for service stations (add reference to service stations)	CP 634.39	3.4.1	4.3
15. Residential Zones	Activity Status	15.3.3.X, 15.3.3.21 15.3.3.AB		All other activities in the commercial activities category	Amend the activity status of service stations where they are "on a strategic or arterial road" from NC to D. Service stations, other than on a strategic road or arterial road remain	CP 634.39	3.4.1	4.3

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
					as N/C			
15. Residential Zones	Assessment of Discretionary Activities	15.11.2.7 (New)	15.12.2.7		Amend guidance to reflect change to activity status for service stations on a strategic road or arterial road (add New row and additional guidance)	CP 634.39	3.4.1	4.3
16. Rural Zones	Policy	16.2.1.11 (New)			Add a new policy to reflect change in activity status of service stations 'on a strategic road or arterial road'	CP 634.40	3.4.1	4.3
16. Rural Zones	Policy	16.2.2.5			Amend policy to reflect change in activity status for service stations (add reference)	CP 634.40	3.4.1	4.3
16. Rural Zones	Policy	16.2.3.6			Amend policy to reflect change in activity status for service stations (add reference)	CP 634.40	3.4.1	4.3

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
16. Rural Zones	Activity Status	16.3.3.AB (New) 16.3.3.AF (New)	16.3.3.40, 16.3.3.41	Service stations on a strategic road or arterial road	Amend the activity status of service stations where they are "on a strategic or arterial road" from NC to D. Service stations, other than on a strategic road or arterial road remain as N/C	CP 634.40	3.4.1	4.3
16. Rural Zones	Assessment of Discretionary Activities	16.11.2.9 (New)	16.11.2.7	Service stations on a strategic road or arterial road	Amend guidance to reflect change to activity status for service stations on a strategic road or arterial road (add New row and additional guidance)	CP 634.40	3.4.1	4.3
17. Rural Residential Zones	Activity Status	17.3.3.22	17.3.3.24	All other activities in the commercial activities category	Do not amend as requested		3.4.1	4.3
18. Commercial Mixed Use Zones	Activity Status	18.3.3.11.b and c	18.3.3.12.b and c	Service stations	Amend the activity status of service stations from D to RD in the centres zones	CP 634.109	3.4.2	4.3
18. Commercial Mixed Use Zones	Activity Status	18.3.3.11.a	18.3.3.12.a	Service stations	Do not amend as requested		3.4.2	4.3

<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
18. Commercial and Mixed Use Zones	Activity Status	18.3.4.18.b		Service stations	Amend the activity status of service stations from D to RD in the PPH zone	CP 634.38	3.4.2	4.3
18. Commercial Mixed Use Zones	Activity Status	18.3.4.18.a		Service stations	Retain activity status of service stations in CBD zone		3.4.2	4.3
18. Commercial Mixed Use Zones	Activity Status	18.3.4.18.c		Service stations	Retain activity status of service stations in SSYP zone		3.4.2	4.3
18. Commercial Mixed Use Zones	Activity Status	18.3.4.18.d		Service stations	Retain activity status of service stations in HE zone		3.4.2	
18. Commercial and Mixed Use Zones	Assessment of Restricted Discretionary Activities	18.10.2.x	18.10.2.2		Amend guidance to reflect change to activity status for service stations in Centres and PPH (add reference), with effects on residential amenity and effects on safety and efficiency of the transportation network as matters of discretion	CP 634.38 and CP 634.109	3.4.2	4.3
18. Commercial and Mixed Use Zones	Assessment of Discretionary Activities	18.11.3.4			Amend guidance to reflect change to activity status for service stations (remove reference)	CP 634.38 and CP 634.109	3.4.2	4.3



<b>Plan Section</b>	<b>Provision Type</b>	<b>Provision number</b>	<b>New Number</b>	<b>Provision Name</b>	<b>Decision</b>	<b>Submission Point Reference</b>	<b>Decision Report Topic number</b>	<b>S42A Report Section Number</b>
19. Industrial Zones	Activity Status	19.3.3.12	19.3.3.11	Service stations other than self-service fuel stations	Amend activity name to reflect creation of sub-activity of self-service fuel stations	CP 634.32	3.4.3	4.3
19. Industrial Zones	Activity Status	19.3.3.13	19.3.3.12	Self-service fuel stations	Split off from service stations a new sub-activity 'self-service fuel stations' and change activity status from RD to P and retain same performance standard as these that apply to other service stations	CP 634.32	3.4.3	4.3
19. Industrial Zones	Development Performance Standard	19.6.1		Boundary Treatments	Do not amend as requested		3.5	4.3
19. Industrial Zones	Development Performance Standard	19.6.11.1	19.6.9.1	Boundary Setbacks	Do not amend as requested		3.5	4.3
19. Industrial Zones	Assessment of Discretionary Activities	19.10.3.1	19.10.3.2	Service stations (except Self-service Fuel Stations)	Amend guidance to reflect change to activity status for self-service fuel stations (remove reference)	CP 634.32	3.4.3	4.3