



Statement of Proposal for Consultation:

Subdivision and Development Bylaw 2026

Gore District Council

Summary of Information

Our Proposal

Gore District Council is proposing to amend the Subdivision and Development Bylaw 2019, and we are consulting with the community and seeking feedback on the draft Bylaw. We need to make these changes to enable us to continue to manage infrastructure, roads, and land use appropriately, particularly where works connect to Council infrastructure or vest in Council.

The draft Bylaw covers the same content as the 2019 Bylaw. We have made some key changes following a review of the Bylaw to update it to align with the Proposed District Plan decisions and new national direction as well as streamlining the approval process.

These changes are summarised in the next section.

Content of the draft Bylaw 2026

The Bylaw addresses earthworks and geotechnical requirements, roading, landscape, network utility and water standards as well as outlining the approval and dispensation process.

The main changes from the previous Bylaw are:

- Changes to the Approval provisions to avoid duplication between the PDP and Bylaw and make minor changes to the Bylaw possible by Council resolution
- General changes to reflect amendments to related legislation and national direction such as the RMA and One Network Framework (ONF).
- Updates to Earthworks and Geotechnical section - to align with PDP Earthworks chapter (one addition to cut and fill batters (2.3.10)).
- Updates to Roads section - to align with PDP Transport chapter. Updates are needed to:
 - Replace old One Network Road Classification (ONRC) with new national ONF categories in the chapter, tables, and construction drawings,
 - Update minimum surfacing and maximum gradient details,
 - Update design and construction standards,
 - Update transport standard construction drawings,
 - Update or remove the following outdated Appendices:
 - F Accessway sight lines, and
 - G Railway Sight Line restrictions.
- Updates to Stormwater section, including:

- Changes to the requirements for rainwater tanks to include impervious area and increase the limit to 30m² for non-residential activities (4.2.4 (b)), focus on attenuation and establish different rainwater tank and outlet sizes generally, and enable centralised stormwater attenuation for multi-lot subdivision, and clarify that soakage and existing tanks are exempt for residential development (4.2.4 (a)).
- less specificity about tank design (4.3.7.8), and
- Minimum cover and connections to the public system to align with new standards.
- Updates to Wastewater section, including:
 - Pump control systems to streamline the approval system and confirm cabinets should be above flood levels.
- Updates to Water supply section, including:
 - Moving fire flow requirements introduced via the 2021 Bylaw amendment to the standards.
- Updates to drainage standard construction drawings to align with new national direction, current standards, and best practice.

The content of the previous and draft bylaw amendments is compared in the following Table.

Subdivision and Development Bylaw 2019	Draft Subdivision and Development Bylaw 2026	Key Changes
Short Title	Section 1	Remove amendments and incorporate throughout Bylaw
General Requirements and Procedures	1.3 Context 1.8.2.5 Drawings 1.8.7 Connecting to existing services 1.9 - Bonds	Make reference to RMA to include Planning Act and Natural Environment Act when enacted. Added streetlight provisions Clarify that connections to be made by Council approved contractor and added streetlight provisions.

	New Clause	Completion date to be agreed by Council Noting that minor changes can be made to Construction Drawings by Council resolution.
Earthworks and Geotechnical Requirements	2.3.10 Cut and Fill Batters	Clarify that approval is required for cut and fill batters in rock steeper than 1 horizontal and 1 vertical to align with PDP
Roads	3.2.4 General 3.2.5 Network Connectivity 3.3.1.6 Design Table 3.1 Road Design Standards 3.3.7 Intersection and alignment design 3.3.9 Bus Stops 3.3.13 Trees and Landscaping 3.3.16 Private ways, private roads, and other private access 3.3.17 Crossings – table 3.2 Table 3.3A, 3.3B, 3.3C and 3.5 3.3.1.3 Design requirements 3.3.1.7 and 3.3.1.10 Design 3.3.8 No Exit Roads 3.3.13 Trees and Landscaping	Add in One Network Framework (ONF) street categories and amend provisions to align with ONF and/or PDP Minimum parking area from 2.1m to 2.5m To express gradients as a ratio as well as percentage to align with the PDP Add text about no-exit signs

	3.3.16.3 Pavement Design 3.4.14 Footpath and Cycle paths	Align text with table 3.1 and add text about sight distances at accesses Align surfacing depth with best practice Link to table in RO5
Stormwater	4.2.4 Provision for Rainwater tanks 4.3.7.8 Rainwater tanks 4.3.9.4 Minimum Cover 4.3.11 Connection to public system	Include impervious area and increase the limit to 30m² for non-residential activities (4.2.4 (b)), focus on attenuation and establish different rainwater tank and outlet sizes generally, and enable centralised stormwater attenuation for multi-lot subdivision, and clarify that soakage and existing tanks are exempt for residential development (4.2.4 (a)) Less specificity about design requirements Extended from 900mm to 1.0 metre to align with NZTA requirements Change to recognise amendments to standards
Wastewater	5.3.11 Pumping Stations	Electrical control cabinets must be above flood level

		Control system – change to Council approved system
Water Supply	6.3.11 Fire Flow	Incorporate changes into Bylaw rather than Section 1 – Short Title
Dispensations	9 Dispensation from this Bylaw	Additional clause noting that a dispensation can also be provided as part of a resource consent or building consent to align with 1.8.1
Standard Construction Drawings	Appendix B – Standard Construction Drawings	Amendments as per new construction drawings in Attachment A as follows: Remove Rungs/Steps in Figures, B1 (D01-1), B2(D01-2) and B6 (D0-5). Amend Figure B4 (D03) to change “y” B18 (D17-1) and B19 (D17-2) to match 300mm outside boundary Amend B21 to B34 to align with PDP and best practice. Amend B47 – so manifold 300mm from boundary Amend/add R01 to R14
Accessway Sight Lines		Align with TRANS-APP R10 and Table S6 of the PDP
Railway Sight Line Restriction		Update or remove to align with TRANS – S8 of the PDP

General References to the RMA		Update to reflect that references to the RMA include reference to any replacement legislation.
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The General Requirements and Procedures section (1) introduces the scope, context, and approval process. This section is largely the same as the 2019 Bylaw apart from updates to the context to reflect recent statutory changes and clarification that minor amendments can be made to construction drawings via Council resolution.

Section 2 addresses earthworks and geotechnical requirements where a minor amendment is proposed to align the Bylaw with the PDP standards for cut and fill batters in rock.

Section 3 relating to roads has more substantive changes which update a range of standards to align with the ONF for road classification, ensure consistency with design requirements of the PDP and surfacing depth with best practice.

Sections 4 to 6 cover water standards for stormwater (section 4), wastewater (section 5), and water supply (section 6).

Changes to stormwater provisions amend rainwater tank standards to provide less specificity and minimum cover and connection to the public system to align with amendments to national standards. Stormwater changes also include impervious area and increase the limit to 30m² for non-residential activities, focus on attenuation and establish different rainwater tank and outlet sizes generally, and enable centralised stormwater attenuation for multi-lot subdivision, and clarify that soakage and existing tanks are exempt for residential development.

Wastewater changes ensure cabinets should be above flood levels and any control system changes are simplified to only require Council approval. A minor change is proposed to Water Supply provisions to relocate the 2021 amendments relating to Fire Flow from the short title section of the bylaw to the more relevant water supply section.

No amendments are proposed to sections 7 (Landscape) or 8 (Network Utility Services) of the Bylaw with a minor amendment to section 9 (Dispensation from the Bylaw) to clarify that dispensations can also be provided by way of resource consent or building consent to avoid process duplication.

Remaining changes are to construction drawings in Appendix B relating to drainage (Figures B1, B2, B4, B6 B18 and B19), roading (Figures B21 to B34 or R01 to R14) and water supply (B47), Appendix F (Accessway Sight Lines), and Appendix G (Railway Sight Line Restrictions). Amended drawings are included at Attachment A.

Purpose of the Bylaw

The primary purpose of the Subdivision and Development Bylaw is to set controls for infrastructure, earthworks, and landscaping within the district. The controls are to ensure health and safety, continue to manage subdivision and development appropriately, to protect the public from nuisance and to protect the transportation and infrastructure network from damage and to run efficiently and effectively.

Legal framework

The Local Government Act 2002 (LGA 2002) gives councils the power to make bylaws for the purposes of managing wastewater, land drainage, water supply, reserves, and other land under the control of the Council, as well as generally to manage health and safety.

Bylaws can be enforced by Council officers and the Police.

The Subdivision and Development Bylaw 2019 sat under the LGA. It addressed infrastructure, earthworks, network utility, earthworks, landscape, and transport standards. The 2026 draft amendments to the Bylaw cover the same material but update the Bylaw to reflect the current legislation, regulations, rules, and standards including for example the ONF developed by NZTA.

Options

Council considered two options for a Subdivision and Development Bylaw.

Option	Advantages	Disadvantages
Option 1 Do nothing	Fewer demands on Council and submitter time and resources.	The existing Bylaw will be misaligned with best practice, national direction, and PDP decisions
Option 2 – Review and adopt an updated bylaw	Enables Council to manage subdivision and development in a way that is consistent with best practice, national direction, and PDP decisions.	Requires time and resources of Council and submitters.

Chosen Option 2: Review and adopt an updated bylaw

This option gives Council the opportunity to retain the content of the previous Bylaw while simplifying the language and providing a more flexible approach so the Bylaw can be updated by Council resolution and noting that approval can also be via the resource consent or building consent process. The draft amendments to the Bylaw aim to make it more user-friendly while remaining fit for its purpose. We have also taken the opportunity to amend it as per the changes outlined above.

Choosing this option means the Council remains consistent with its approach of regulating subdivision and development design with a Bylaw.

When Council is making or reviewing bylaws, we must consider three matters:

- is the bylaw necessary?
- is it the most appropriate form of a bylaw?
- are there any implications under the New Zealand Bill of Rights Act 1990?

Appropriateness of bylaw

Council has determined that a bylaw is the most appropriate way to manage subdivision and development design in the Gore District as it allows Council to manage a wide range of activities in a simple and efficient manner.

Form of bylaw

Council has also determined that a more flexible approach is the most appropriate form because it:

- will allow for a range of options for infrastructure management
- is more cost-effective because it allows Council to make minor changes without having to complete a full review avoids the need for periodic reviews, thereby saving time and money for Council and submitters
- retains the full ability for Council to manage what we need to for a safe and efficient
- road and infrastructure network, and
- retains opportunities for public participation.

Consistency with the New Zealand Bill of Rights

The only right or freedom that the Council considers could potentially be impinged upon by the bylaw is freedom of movement. The Bylaw sets standards for roading and parking design that

are about enabling safe movement within the transport network and consistent implementation at a national level by utilising the ONF classification. In this regard these are reasonable standards as they are necessary for the safe and efficient functioning of the road network, which is a public good, and the changes proposed are necessary for the benefit of all.

The promulgation of an amended Bylaw will follow a democratic and transparent process that affords full opportunity for stakeholder input. Council will notify its intentions publicly and provide opportunity for interested parties to contribute. The hearing and consideration of submissions will be transparent and open, and final amendments to the Bylaw will be publicly communicated.

In summary the Council considers the Bylaw is consistent with the Bill of Rights Act. This will be considered again after any significant amendments to the Bylaw as a result of the consultative process.

Following the prescribed special consultative procedure set out in section 83 of the LGA 2002, the Council will consider the final draft of the proposed bylaw and reconsider whether there are any New Zealand Bill of Rights Act 1990 implications.

Consultation and Submission

In making, amending, or revoking a bylaw, Council must use the Special Consultative Procedure set out in section 83 of the Local Government Act 2002. Council has prepared and adopted the proposed Bylaw for public consultation. Any person can make a submission on the proposed Bylaw and we invite you to have your say.

A copy of the Statement of Proposal, including the proposed Bylaw and information about making a submission can be obtained from the Council website www.goredc.govt.nz

Submissions can be made online via the Council's website or alternatively submission forms and the Statement of Proposal are available at the Council Offices in the Civic Administration Building, or any of the district libraries.

Copies may also be obtained by telephoning Council's Customer Service Centre, (03) 209 0330 or 0800 GoreDC.

Submitters should advise whether they wish to be heard in support of their submission. Council will advise submitters on the date and location of hearings.

Submitters are advised that all submissions will be made available to the public.

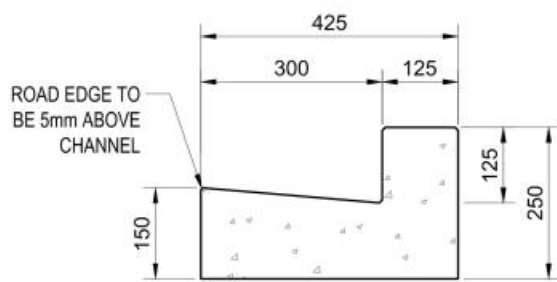
Submissions on the proposal close at 5.00 pm on 3 July 2026.

Key Dates

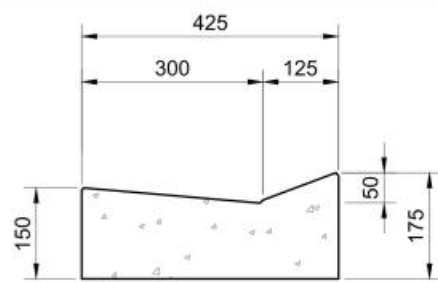
When	What
1 June 2026	Submissions open
3 July 2026	Submissions close
18 August 2026	Hearings (for people that want to speak to their submissions)
18 August 2026	Deliberations – Council discusses submissions and confirms or amends bylaw
15 September 2026	Council adopts final Bylaw
15 September 2026	Commencement date of Bylaw.

Attachment A – Amended Construction and Sightline Drawings

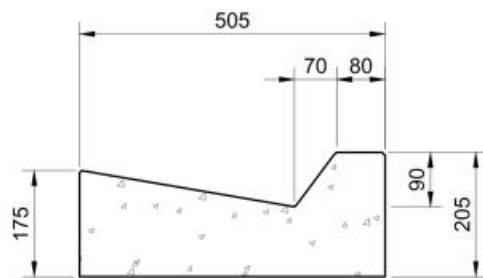
M2 - M3	URBAN CONNECTORS ACTIVITY STREETS MAIN STREETS	
M4	ACTIVITY STREETS LOCAL STREETS	
M5	LOCAL STREETS	
M5	LOCAL STREETS - CUL-DE-SAC	
M5	Private (ROW) 4-6 Unit Served	Varies from 4.0 to 5.0 depending on number of units served
M5	Private (ROW) 1-3 Units Served	
(C)	Carriageway width	
		STANDARD ROAD WIDTHS URBAN RESIDENTIAL
Not To Scale Original Size A4		R01



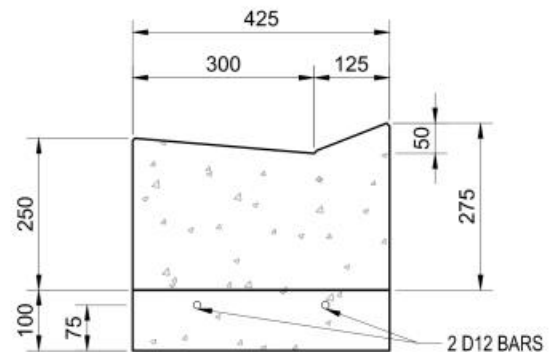
No. 1. KERB & CHANNEL



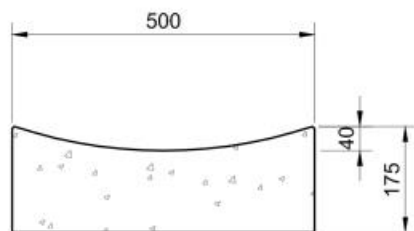
No. 2. VEHICLE CROSSING



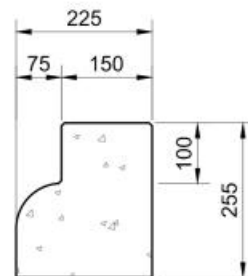
No. 8. SLOPED KERB & CHANNEL



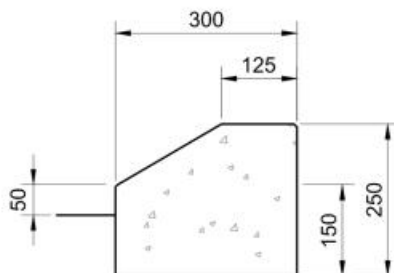
No. 2A. HEAVY DUTY CROSSING



No. 12. DISH CHANNEL



No. 8. SLIP FORM KERB



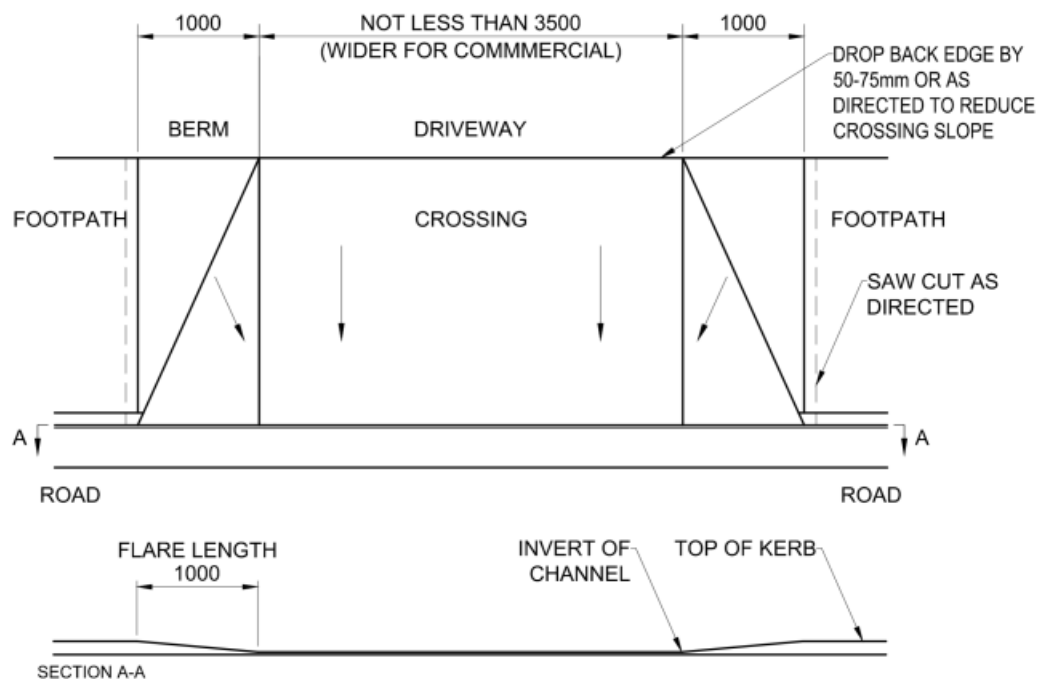
No. 5. MOUNTABLE KERB



FLUSH NIB KERB

Note:

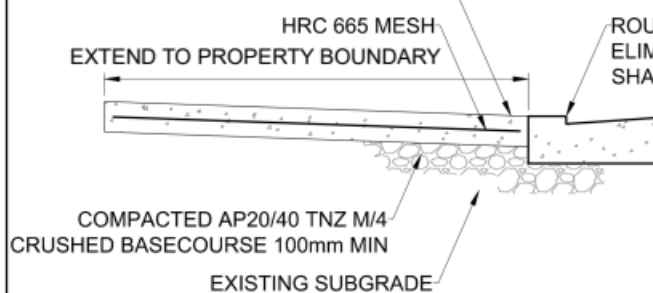
1. All kerbs / kerb and channels shall have minimum 100mm depth of well compacted AP20/40 TNZ M/4 crushed basecourse underlying the concrete base.
2. Minimum basecourse compaction required is 20CIV.



STANDARD DROP CROSSING PLAN AND ELEVATION

1:50

CROSSING LOCATION	ASPHALT THICKNESS	CONCRETE THICKNESS	MINIMUM BASECOURSE COMPACTION REQUIRED	
DOMESTIC	50	100	UNDER CONCRETE	20 CIV
COMMERCIAL	60	150	ROAD REINSTATEMENT	40 CIV



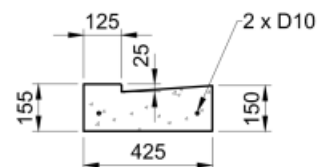
STANDARD DROP CROSSING SECTION

1:20



HEAVY DUTY DROP CROSSING

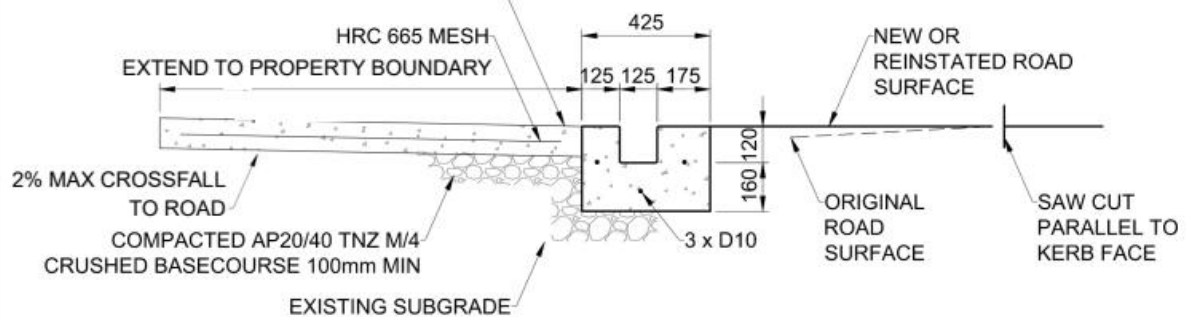
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STANDARD DROP CROSSING

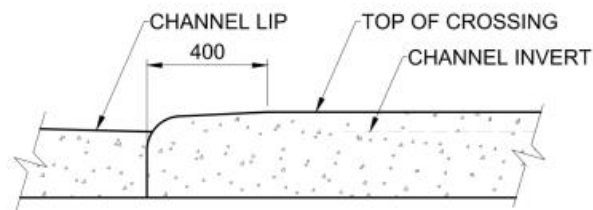
1:20

CROSSING LOCATION	ASPHALT THICKNESS	CONCRETE THICKNESS	MINIMUM BASECOURSE COMPACTION REQUIRED	
DOMESTIC	50	100	UNDER CONCRETE	20 CIV
COMMERCIAL	60	150	ROAD REINSTATEMENT	40 CIV



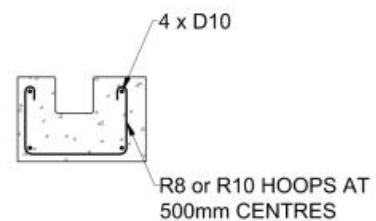
STANDARD SLOT CROSSING SECTION

1:20



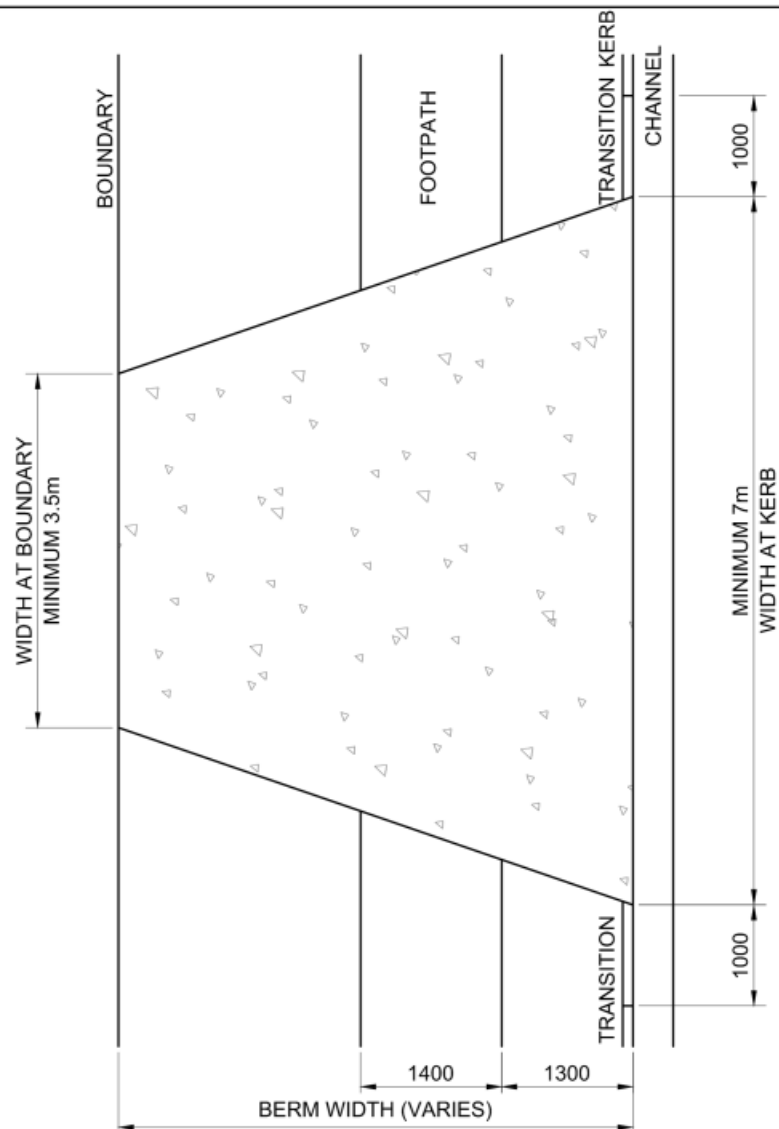
LONG SECTION ALONG CHANNEL LIP

1:20



HEAVY DUTY SLOT CROSSING REINFORCING DETAIL

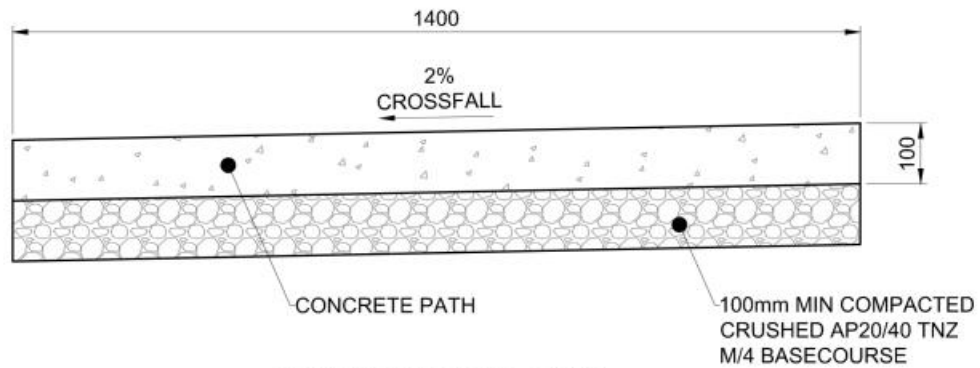
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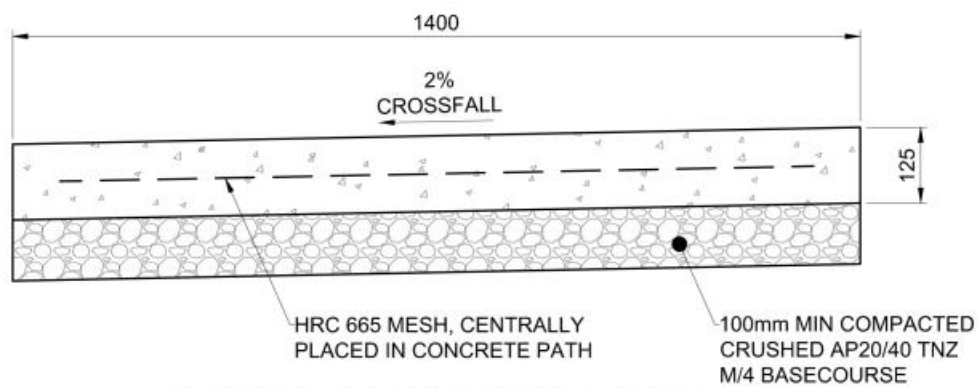
NOTES:

1. THE CONCRETE SHALL BE 150mm THICK AND REINFORCED WITH 665 MESH, CENTRALLY PLACED.
2. THE CONCRETE SHALL HAVE A MINIMUM CRUSHING STRENGTH OF 20MPa AT 28 DAYS AND SHALL COMPLY WITH NZS 3124:1987.
3. CHANNEL CROSSING TO BE HEAVY DUTY, REINFORCED WITH 2 D12 BARS.
4. BASECOURSE TO BE A MINIMUM COMPACTED DEPTH OF CRUSHED AP 20/40 TNZ M/4 GRAVEL AS FOLLOWS:

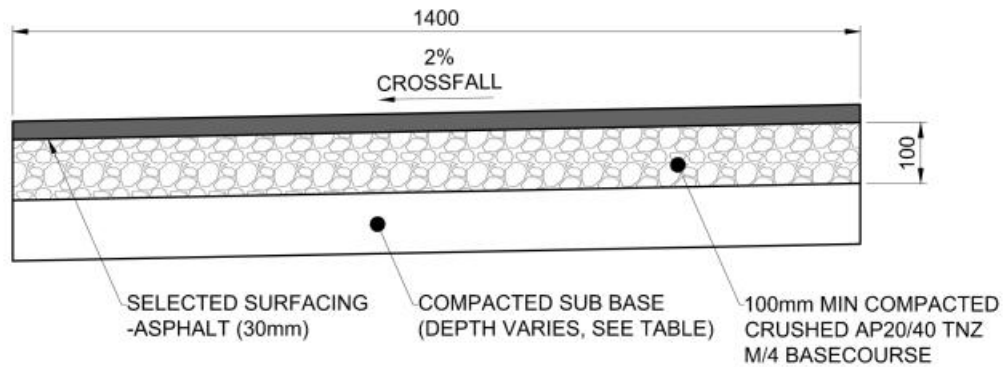
C.B.R	DEPTH (mm) OF AP40/AP20
3	190
5	165
7	140
10	140



CONCRETE FOOTPATH

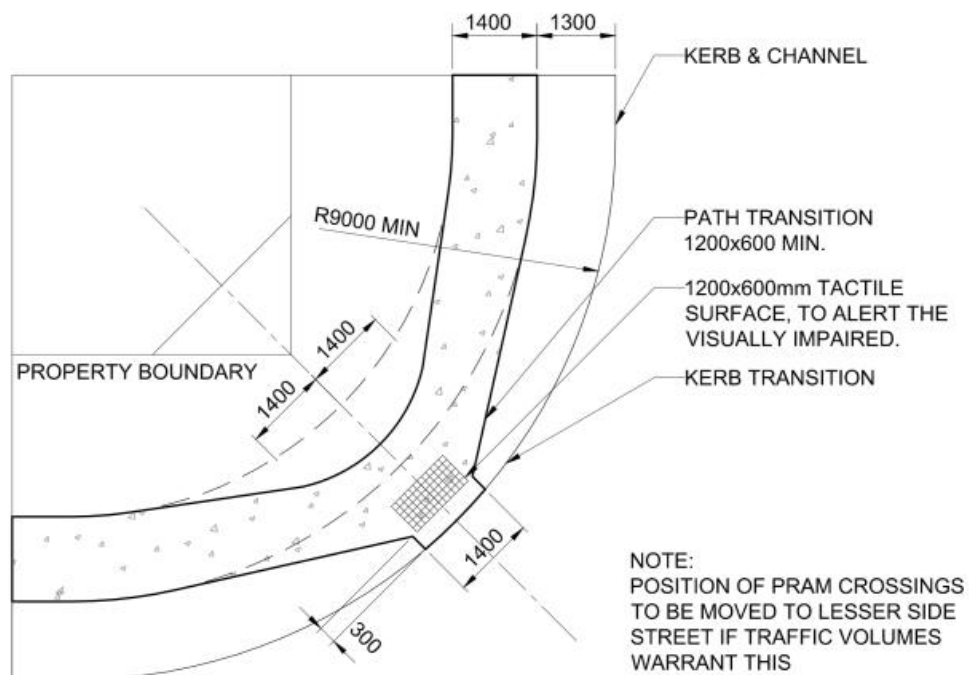


HEAVY DUTY CONCRETE FOOTPATH

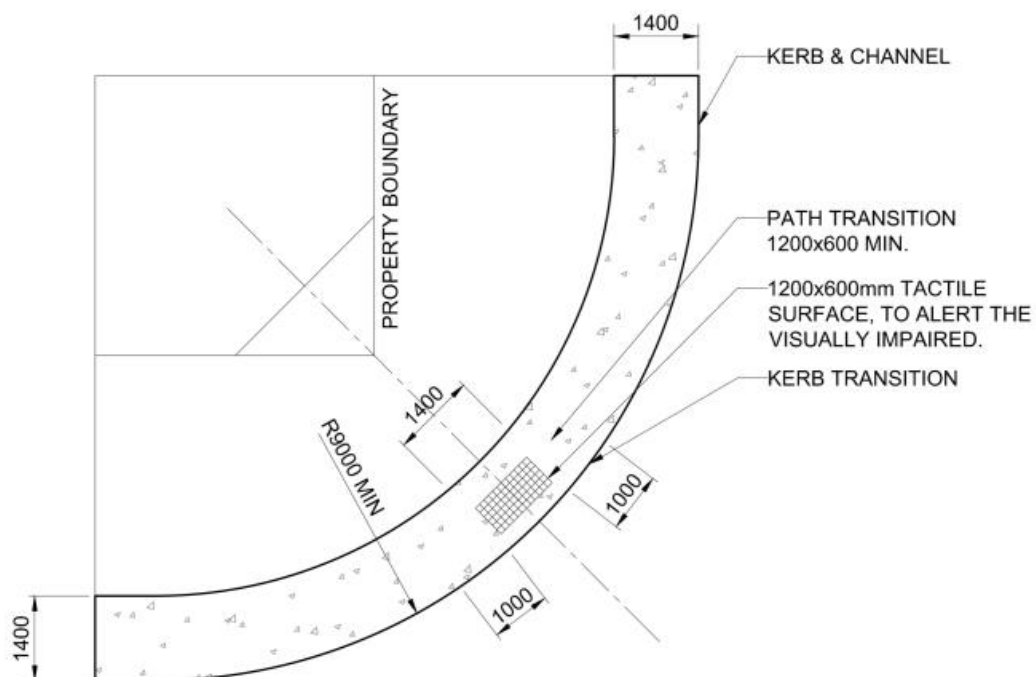


SUBGRADE C.B.R	NORMAL THICKNESS (mm)	HEAVY DUTY THICKNESS (mm)
	SUB BASE	SUB BASE
3	125	200
5	100	175
7	50	125
10	0	75

GRAVEL AND ASPHALT FOOTPATH



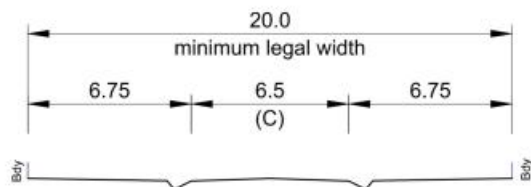
FOOTPATH SEPARATED FROM KERB & CHANNEL



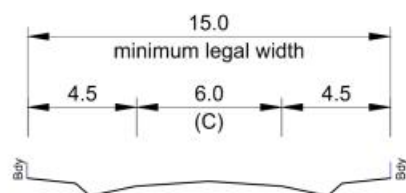
FOOTPATH BEHIND KERB & CHANNEL

M1-3	INTER REGIONAL CONNECTOR RURAL CONNECTOR PERI URBAN ROAD	
M4	RURAL CONNECTOR PERI URBAN ROAD	
M5	PERI URBAN ROAD RURAL ROAD	
M5	LONG CUL-DE-SAC (>100m)	
M5	SHORT CUL-DE-SAC (<100m)	
M5	PRIVATE (ROW) Passing bays (with a minimum 6m carriageway width) are required every 50m in urban areas Where a private way adjoins a Collector or higher, it shall also have a 6m carriageway width for a minimum length of 6m from the road boundary	
(C)	Carriageway width	
GO RURAL RE CITY LIVING		STANDARD ROAD WIDTHS RURAL / RURAL LIFESTYLE
Not To Scale Original Size A4		R07

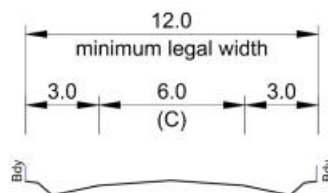
M5 RURAL ROADS



M5 LONG CUL-DE-SAC (<100m)

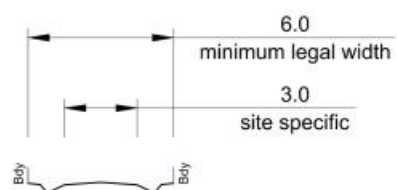


M5 SHORT CUL-DE-SAC (<100m)

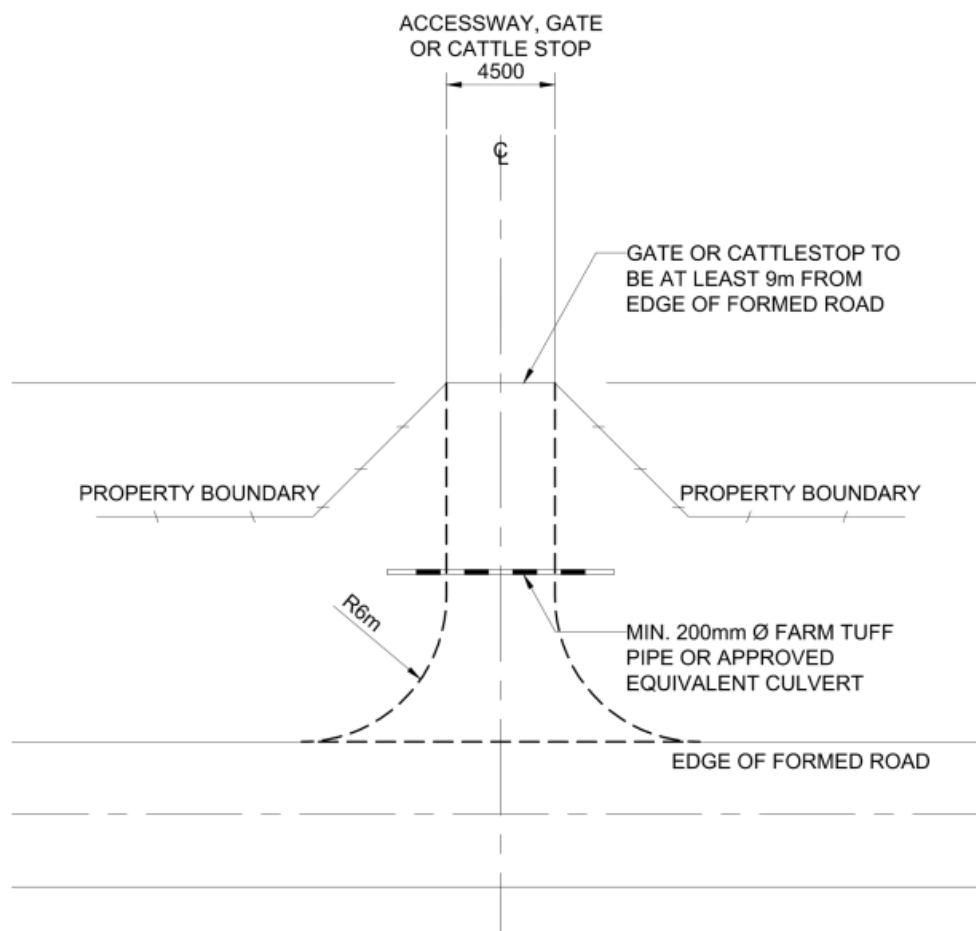


M5 PRIVATE (ROW)

Passing bays (with a minimum 6m carriageway width) are required every 50m in urban areas
Where a private way adjoins a Collector or higher, it shall also have a 6m carriageway width for a minimum length of 6m from the road boundary

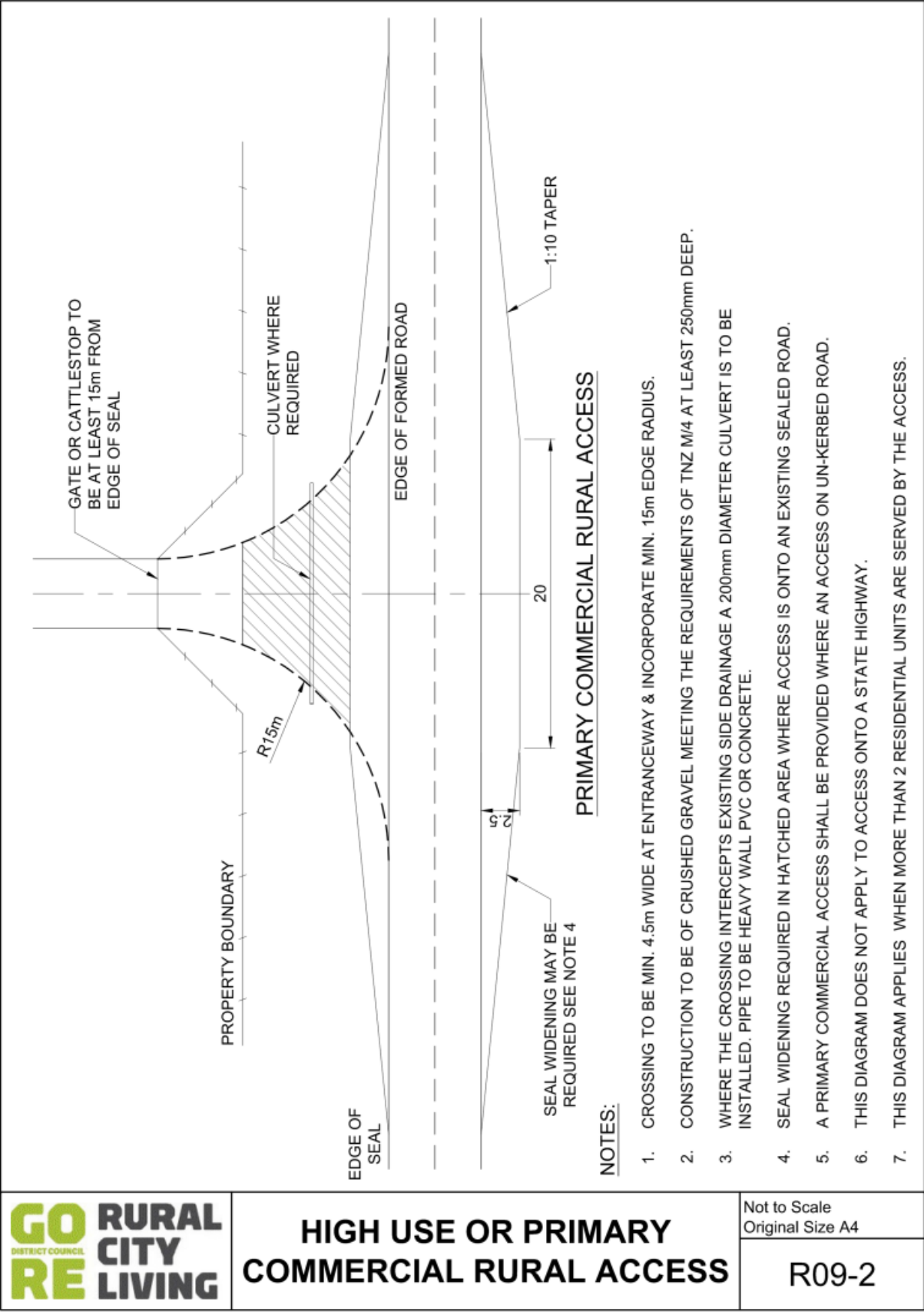


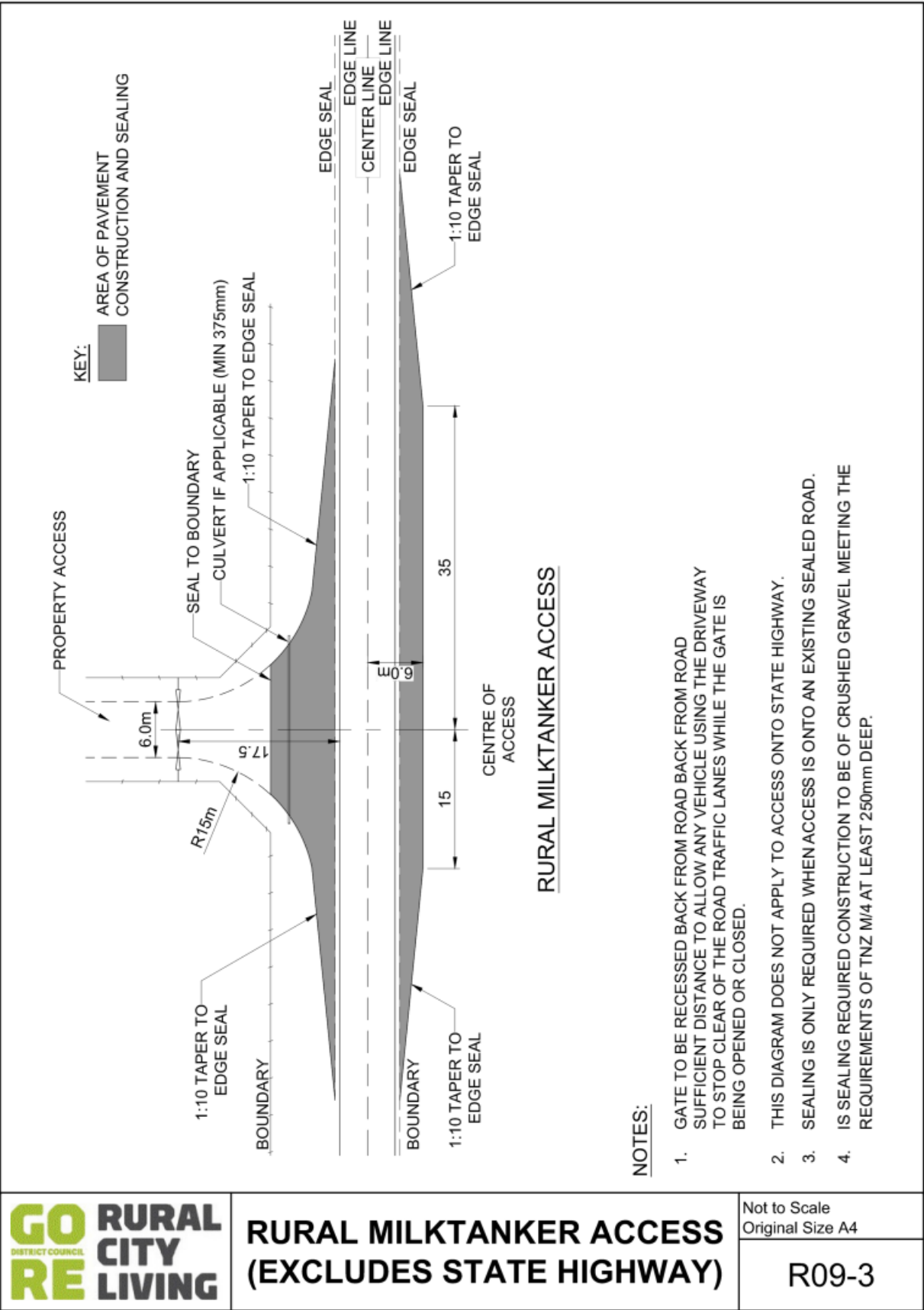
(C) Carriageway width

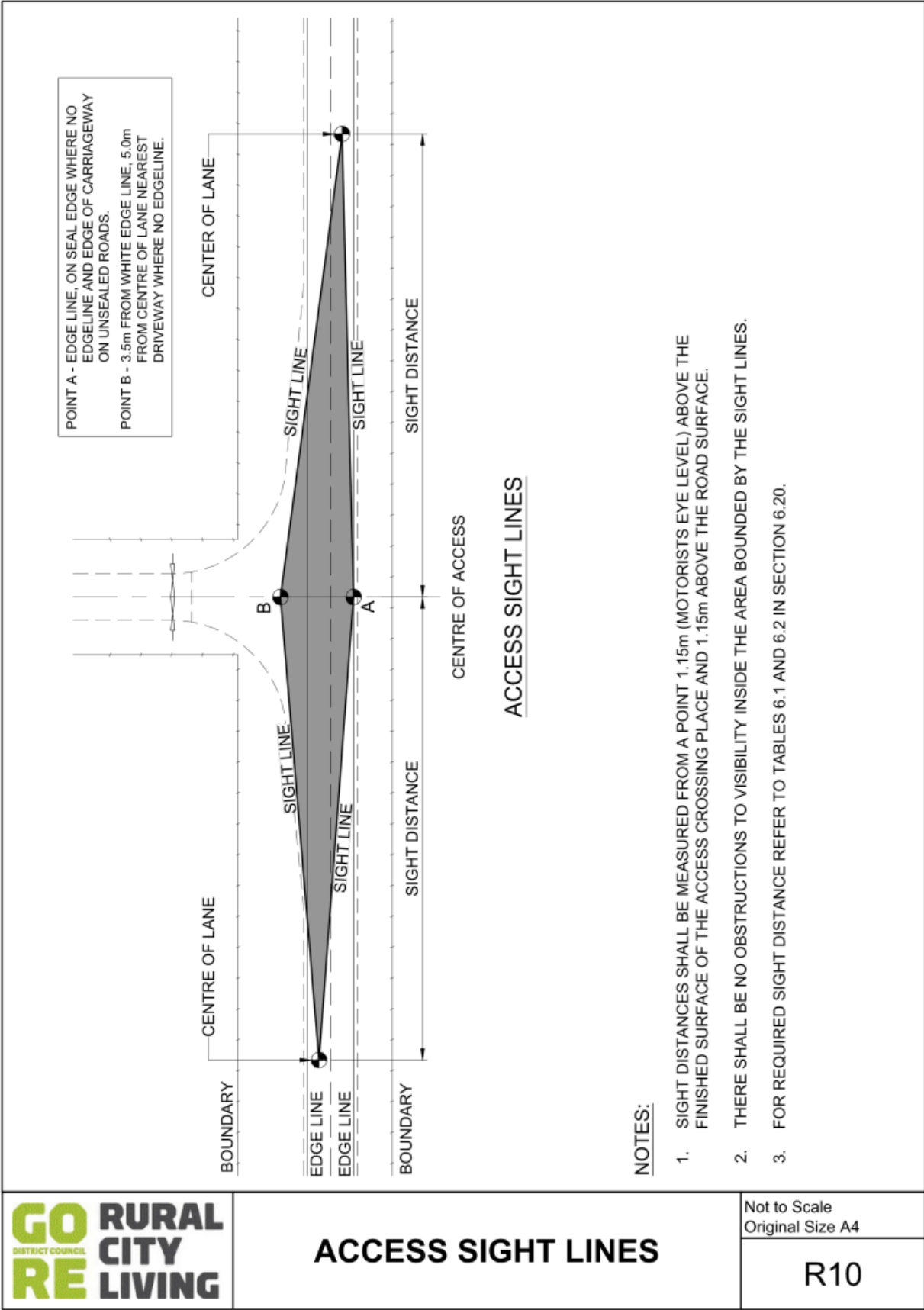


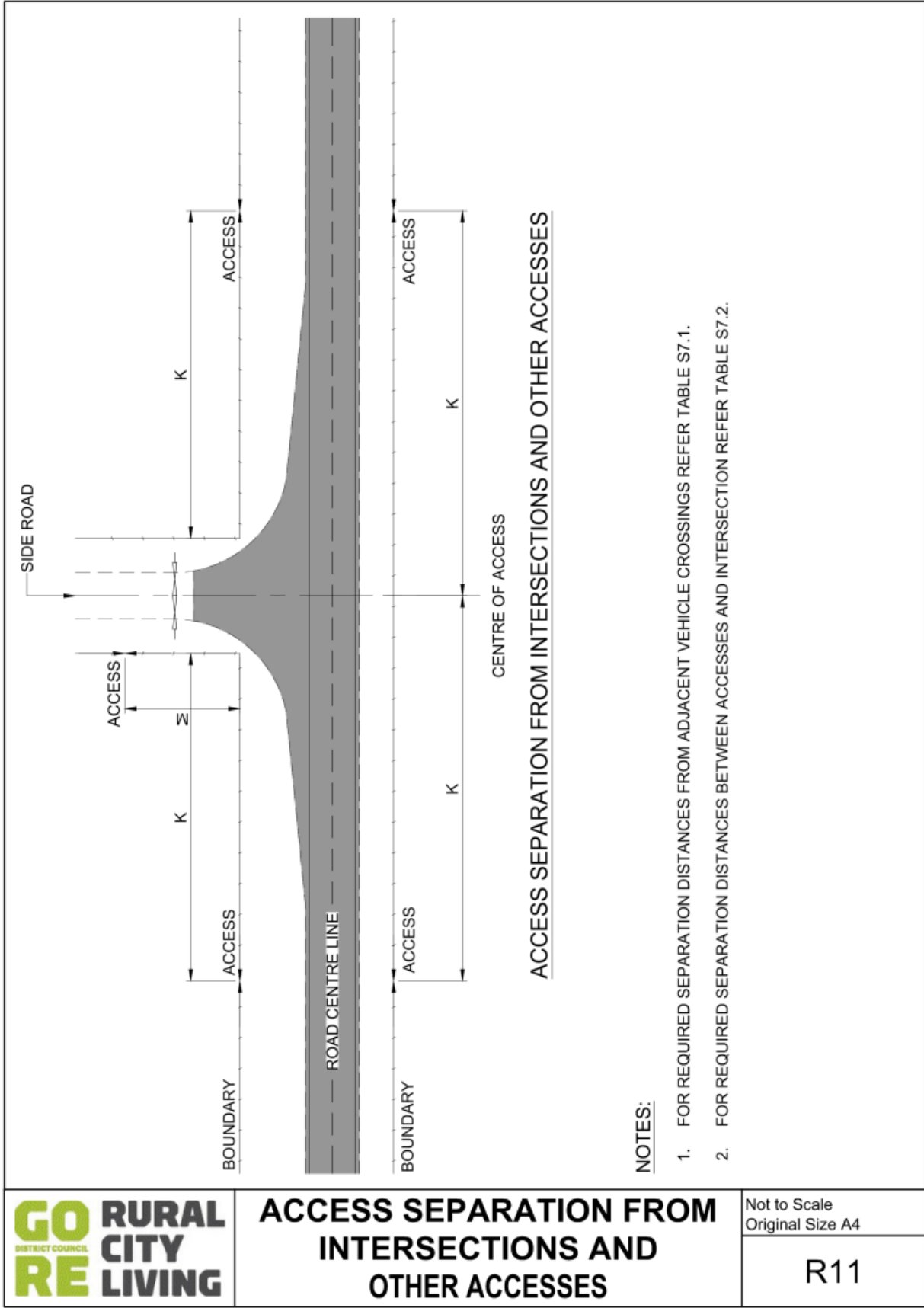
NOTES:

1. CROSSING TO BE MIN. 4.5m WIDE AT ENTRANCEWAY & INCORPORATE MIN. 6m EDGE RADIUS.
2. CONSTRUCTION TO BE OF CRUSHED GRAVEL, AT LEAST 250mm DEEP.
3. ACCESSWAY TO BE SEALED FROM THE EDGE OF SEAL TO PROPERTY BOUNDARY IF ON A SEALED ROAD. TOP 100mm DEPTH OF CRUSHED GRAVEL SHALL MEET TNZ M4 REQUIREMENTS
4. WHERE THE CROSSING INTERCEPTS EXISTING SIDE DRAINAGE, A MIN. 200mm Ø CULVERT IS TO BE INSTALLED
5. THIS DRAWING DOES NOT APPLY TO ACCESS ONTO A STATE HIGHWAY.

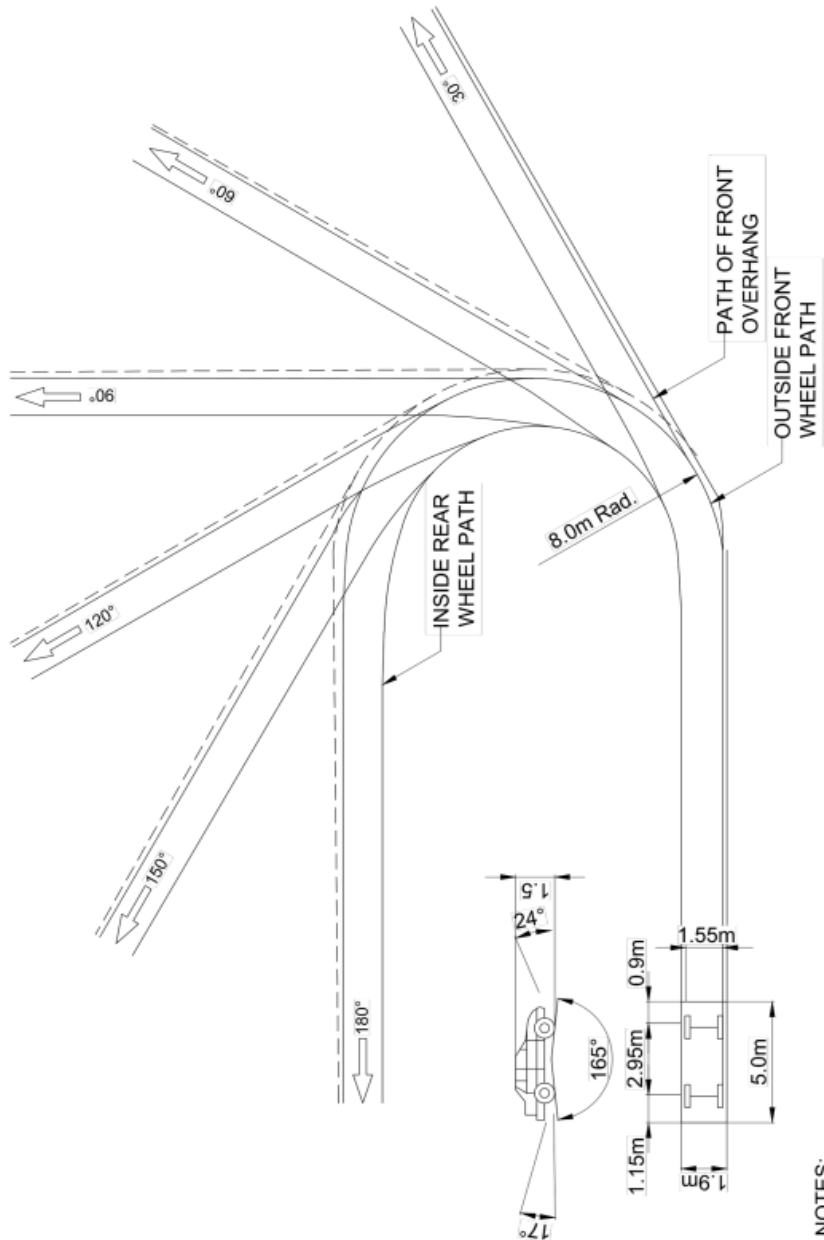






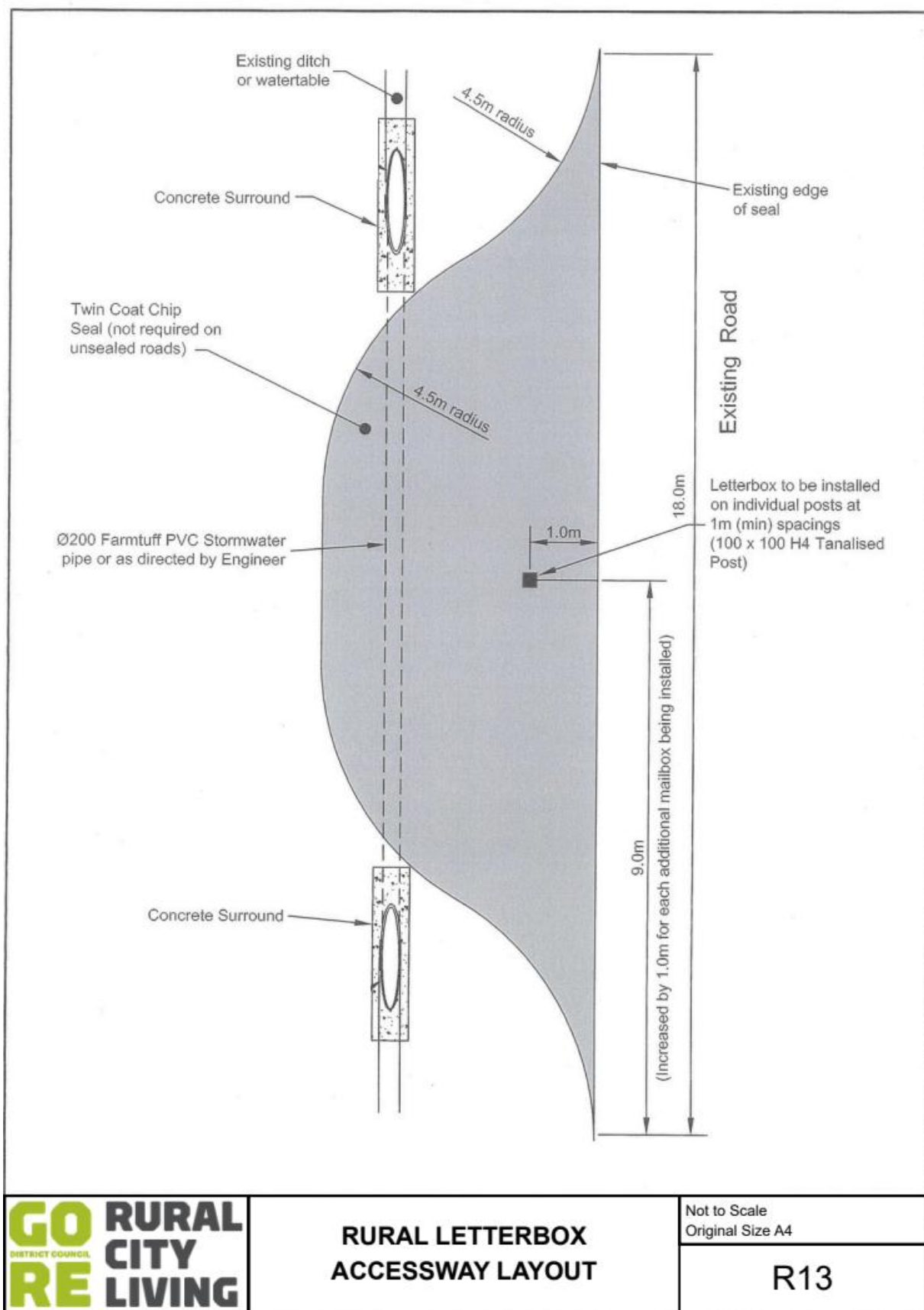


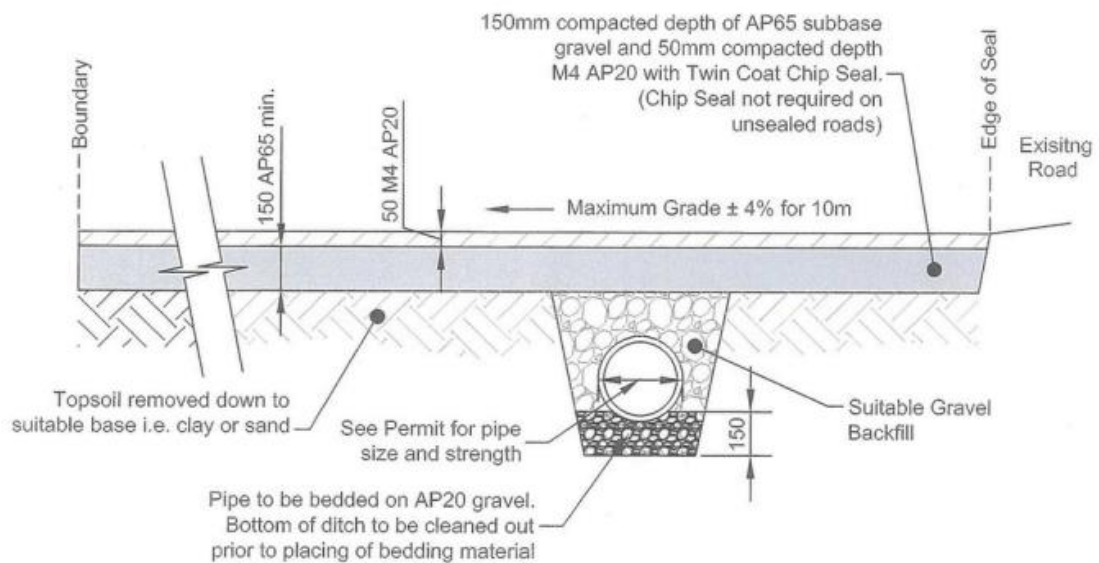
GO RURAL DISTRICT COUNCIL RE CITY LIVING	ACCESS SEPARATION FROM INTERSECTIONS AND OTHER ACCESSES		Not to Scale Original Size A4
			R11



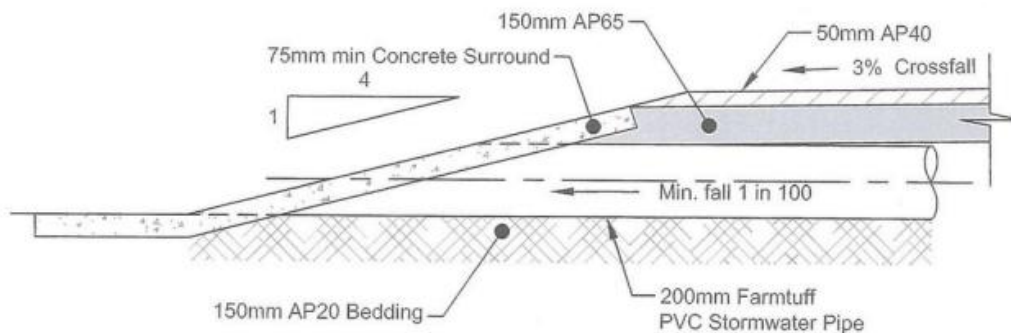
NOTES:

1. LOCATE FACE OF KERBS AT LEAST 0.6m CLEAR OF WHEEL PATHS.
2. ALLOW 0.6m CLEARANCE OUTSIDE PATH OF OVERHAND AND ENSURE THAT THIS AREA IS KEPT FREE OF ROAD FURNITURE.





CROSS SECTION



CULVERT PIPE END DETAIL

Note

1. Culvert diameter shown is minimum, GDC Roading shall advise if larger diameter required.