

appendix 2

heritage trees

AP2 introduction

AP2.i This appendix specifically acknowledges the importance of heritage trees.

AP2.1 heritage evaluation

AP2.1.1 criteria for evaluating trees

AP2.1.1.i Criteria

- a) Arboricultural criteria - form, occurrence of the species, vitality, function, age.
- b) Amenity criteria - stature, visibility of the tree, proximity of other trees, role in location, climatic influence.
- c) Outstanding criteria - stature (feature and form), historic (age, association, commemoration, remnant), scientific (rarity, source).

AP2.1.1.ii Guide to Type column in table

S = Single

G = Group

W = Woodland (references to numbered woodlands and map symbology will be progressively updated)^{PC13}

WP = Woodland Park

AP2.1.2 heritage importance

AP2.1.2.i Heritage Trees are the best and most significant in the District. Their protection and retention is considered essential. Policies and rules in this Plan reflect the importance of Heritage Trees. Refer to DO4.1.1 (heritage identification and classification) and DO4.1.7 (heritage trees).

AP2.1.2.ii Landscape Trees are important to the District in terms of their contribution to the landscape. Their retention is important, but not considered essential. See DO4.1.1 (heritage identification and classification) and DO4.1.8 (landscape trees).

AP2.1.2.iii Local Trees are of noteworthy interest and are not as significant as either Heritage or Landscape Trees. Retention and protection is encouraged. Refer to DO4.1.1 (heritage identification and classification) and DO4.1.9 (local trees).

Refer also to rules in the relevant zone.

AP2.1.2.iv Items may be added to the table through the Plan Change process. See AD2 (plan changes and review) for details on plan changes and reviews.

AP2.1.2.v Local Trees do not appear on the Planning Maps.

^{PC13} Plan Change 13 (Marsden Valley)

Table 2.1 heritage trees

Category	Street No.	Address	Location	Type	Tree Name (Latin)	Tree name (common)	No. of trees
Heritage		Albion Square		W	Quercus suber	Cork Oak	1
Heritage		Albion Square		W	Quercus suber	Cork Oak	1
Heritage		Albion Square		W	Woodland		
Heritage		Albion Square		W	Quercus cerris	Turkey Oak	1
Heritage		Albion Square		W	Cupressus sempervirens	Italian Cypress	1
Heritage		Albion Square		W	Sequoiadendron giganteum	Wellingtonia	4
Heritage		Albion Square		W	Chamaecyparis lawsoniana	Lawson Cypress	1
Heritage		Albion Square		W	Pinus griffithi	Bhutan Pine	1
Heritage		Albion Square		W	Cedrus atlantica	Atlantic Cedar	3
Heritage		Albion Square		W	Sequoiadendron giganteum	Wellingtonia	1
Landscape		Albion Square		W	Taxus baccata	Common Yew	1
Landscape		Albion Square		W	Araucaria heterophylla	Norfolk Island Pine	2
Landscape		Albion Square		W	Quercus ilex	Holm Oak	1
Landscape		Albion Square		W	Ulmus procera	English Elm	1
Landscape		Albion Square		W	Taxus baccata	Common Yew	1
Local		Albion Square		W	Chamaecyparis lawsoniana	Lawson Cypress	1
Local		Albion Square		W	Juniperus virginiana	Pencil Cedar	1
Local		Albion Square		W	Chamaecyparis lawsoniana	Lawson Cypress	1
Local		Albion Square		W	Cupressus sempervirens	Italian Cypress	5
Local		Albion Square		W	Chamaecyparis lawsoniana	Lawson Cypress	2
Local		Albion Square		W	Cryptomeria japonica	Japanese Cedar	1
Local	14	Aldinga Avenue		G	Juglans regia	Common Walnut	2
Local	2	Allyson Place Stoke	Flat 1	S	Podocarpus totara	Totara	1
Landscape		Alton Street	Road reserve	S	Sequoia sempervirens	Californian Redwood	1
Local		Annesbrook Dr/Waimea Rd/Main Rd Stoke	Hays Corner Road Reserve	W	Ginkgo biloba	Maidenhair Tree	1
Local		Annesbrook Dr/Waimea Rd/Main Rd Stoke	Hays Corner Road Reserve	W	Quercus palustris	Pin Oak	9
Local		Annesbrook Dr/Waimea Rd/Main Rd Stoke	Hays Corner Road Reserve	W	Fagus sylvatica	European Beech	1
Local		Annesbrook Dr/Waimea Rd/Main Rd Stoke	Hays Corner Road Reserve	W	Liquidambar styraciflua	Sweet Gum	1
Heritage		Anzac Park		W	Woodland		
Heritage		Anzac Park		G	Phoenix canariensis	Canary Island Palm	20
Heritage		Anzac Park		S	Ulmus americana	White Elm	1

Category	Street No.	Address	Location	Type	Tree Name (Latin)	Tree name (common)	No. of trees
Heritage	754	Main Road, Stoke		G	Cedrus atlantica	Atlantic Cedar	1
Landscape	754	Main Road, Stoke	Road Reserve		Phoenix canariensis	Phoenix Palm	1
Heritage		Main Road, RD1 Todds Valley		S	Quercus robur	English Oak	1
Landscape		Maitai Motorcamp		G	Sequoia sempervirens	Californian Redwood	4
Landscape		Maitai Motorcamp		S	Cupressus macrocarpa	Monterey Cypress	1
Landscape		Maitai Valley Reserve	Motor camp	W	Woodland		
Landscape		Maitai River reserve - Trafalgar Street to Nile Street City side		W	Woodland		
Local	1 near	Malvern Avenue	Road reserve	S	Metrosideros excelsa	Pohutukawa	1
Landscape		Manuka/Tasman Street	Corner	S	Liquidambar styraciflua	Sweet Gum	1
Local		Manuka Street	Willow Walk	S	Salix babylonica	Weeping Willow	1
Heritage		Marsden recreation ground		W	Woodland		
Heritage		Marsden recreation ground		S	Sequoiadendron giganteum	Wellingtonia	1
Heritage		Marsden recreation ground		S	Sequoia sempervirens	Californian Redwood	1
Heritage		Marsden recreation ground		G	Platanus acerifolia	London Plane	3
Heritage		Marsden recreation ground		S	Cedrus atlantica	Atlantic Cedar	1
Heritage		Marsden recreation ground		G	Fagus sylvatica	European Beech	2
Heritage		Marsden recreation ground		G	Pseudotsuga menziesii	Douglas Fir	1
Landscape		Marsden recreation ground		S	Quercus coccinea	Scarlet Oak	1
Landscape		Marsden Valley (road frontage)	Sch.I, Residential Zone	GW ^{PC13}	Woodland (W1) ^{PC13}	Mixed exotic	10
Heritage		Marsden Valley (road frontage) ^{PC13}	Sch.I Residential Zone	S	Cedrus deodara	Himalayan Cedar	1
Landscape		Marsden Valley (ridgeline on minor ridge NE of, and parallel to Marsden Valley Road) ^{PC13}	Sch.I Residential Zone	W	Woodland (W2)	Woodland - Mixed Native Species: predominantly Kanuka <u>excluding conifer windbreak</u> ^{PC13}	
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Tilia species	Lime	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Alnus cordata	Italian Alder	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Sequoiadendron giganteum	Californian Big Tree	1

^{PC13} Plan Change 13 (Marsden Valley)

Category	Street No.	Address	Location	Type	Tree Name (Latin)	Tree name (common)	No. of trees
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Picea species	Spruce	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Zelkova serrata		1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Quercus rubra	Red Oak	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Betula nigra	River Birch	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Taxodium distichum	Swamp Cyprus	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Quercus rubra	Red Oak	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Alnus cordata	Italian Alder	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Taxodium distichum Metasequoia glyptostroboides ^{PC13}	Swamp Cyprus Dawn Redwood ^{PC13}	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Betula species	Big Leaf Birch	1
Landscape		Marsden Valley	Sch.I Residential Zone & Sch.T Rural Zone ^{PC13}	S	Betula species	Birch	1
Landscape		Marsden Valley	Ngawhatu Farm	G	Quercus robur	English Oak	1
Heritage		Marsden Valley Cemetery		W	Woodland		
Landscape		Marsden Valley Cemetery		G	Sequoia sempervirens	Californian Redwood	1
Heritage		Marsden Valley reserve		W	Woodland		1
Landscape	51	Martin Street			Sophora microphylla	Kowhai	1
Heritage	51	Martin Street		W	Woodland	woodland of various native species	20
Heritage	61 near	Marybank Road		G	Laurelia novae-zelandiae	Pukatea	
Heritage		Marybank Road reserve		W	Woodland	Matai	2
Landscape		Marybank Road reserve		G	Prumnopitys taxifolia	Matai	2
Landscape		Marybank Road reserve		S	Rhopalostylis sapida	Nikau Palm	1
Heritage		Melrose Gardens		W	Woodland		
Heritage		Melrose Gardens		S	Sequoia sempervirens	Californian Redwood	1

^{PC13} Plan Change 13 (Marsden Valley)

Category	Street No.	Address	Location	Type	Tree Name (Latin)	Tree name (common)	No. of trees
Heritage	543	Waimea Road		S	<i>Sequoia sempervirens</i>	Californian Redwood	1
Local	589a	Waimea Road		S	<i>Eucalyptus ficifolia</i>	Red Flowering Gum	1
Heritage		Wakapuaka Cemetery		W	Woodland		
Landscape		Wakapuaka Cemetery		G	<i>Ficus macrophylla</i>	Moreton Bay Fig	3
Landscape		Wakapuaka Cemetery		G	<i>Pinus patula</i>	Weeping Pine	
Local		Wakapuaka Cemetery		G	<i>Calodendrum capense</i>	Cape Chestnut	6
Heritage		Wakapuaka SH6	Hillwood	W	Woodland (W3)		
Heritage		Wakapuaka SH6	Hillwood	W	<i>Sequoia sempervirens</i>	Californian Redwood	1
Heritage		Wakapuaka SH6	Hillwood	W	<i>Quercus robur</i>	English Oak	1
Heritage		Wakapuaka SH6	Hillwood	W	<i>Sequoia sempervirens</i>	Californian Redwood	4
Landscape		Wakapuaka SH6	Hillwood	W	<i>Quercus robur</i>	English Oak	15
Landscape		Wakapuaka SH6	Hillwood	W	<i>Fraxinus excelsior</i>	Common Ash	5
Landscape		Wakapuaka SH6	Hillwood	W	<i>Cedrus deodara</i>	Deodar	1
Landscape	365	Wakefield Quay		S	<i>Metrosideros excelsa</i>	Pohutukawa	1
Heritage	403	Wakefield Quay		S	<i>Cedrus deodara</i>	Deodar	1
Landscape	39	Washington Road		G	<i>Ginkgo biloba</i>	Maidenhair Tree	1
Local	39	Washington Road		G	<i>Liquidambar styraciflua</i>	Sweet Gum	1
Landscape	6	Waterhouse Street		S	<i>Metasequoia glyptostroboides</i>	Dawn Redwood	1
Landscape		Waterhouse Street reserve		S	<i>Pseudotsuga menziesii</i>	Douglas Fir	1
Local		Waterhouse Street reserve		W	Woodland		
Local	74	Weka Street		S	<i>Phoenix canariensis</i>	Canary Island Palm	1
Heritage	116 opp.	Westbrook Terrace	Road reserve	S	<i>Quercus robur</i>	English Oak	1
Landscape		Whitby Road		G	<i>Sequoia sempervirens</i>	Californian Redwood	2
Landscape		Wigzell Park		W	Woodland		
Landscape		Wigzell Park		G	<i>Quercus coccinea</i>	Scarlet Oak	2
Landscape		Wigzell Park		S	<i>Taxodium distichum</i>	Swamp Cypress	1
Landscape		Wigzell Park		S	<i>Eucalyptus viminalis</i>	Manna Gum	1
Landscape	near 2	Wolfe Street	Road reserve	S	<i>Tilia x europaea</i>	Common Lime	1
Heritage		York Valley	Grampians reserve	G	<i>Dacrycarpus dacrydioides</i>	Kahikatea	1

appendix 10

standards and

terms for parking

and loading

AP10 **introduction**

AP10.i This appendix deals with all requirements relating to parking and loading.

AP10.1 **application of appendix 10**

AP10.1.i Parking, loading and queuing must be provided and maintained on each site in accordance with this appendix:

- a) Where a building is constructed OR substantially reconstructed altered or added to, or
- b) Where it is proposed to construct, erect or alter one or more buildings or other works in stages and the total proposed construction, erection or alteration would if carried out other than in stages constitute a substantial reconstruction, alteration or addition. Provided that stage works that occurred two calendar years prior to the current proposal need not be counted, or
- c) Where there is a change in the use of any land or building, or
- d) When otherwise required by a rule in this Plan.

AP10.2 **definitions**

All weather surface

means a minimum of a layer of basecourse gravel generally all passing a 40mm sieve and compacted with a mechanical roller to a thickness above the subgrade of 150mm when compacted.

Note: The expression “150mm compacted AP40 basecourse (min)” shall have the same meaning as all weather surface. This expression should be used on plans and specifications for developments requiring an all weather surface under this Plan.

Drive - Through Activities

means an activity, other than a service station, where vehicles queue while awaiting service, or an activity in which the customer obtains, gains access to or orders goods or services from their vehicle and includes activities utilising vehicle control points such as remote ordering points or service booths.

Farming Activities

means an activity for growing crops (including trees) or breeding or rearing live stock animals and includes a hobby farm.

Clarity Note: For the purpose of this Appendix farm housing is classed as a residential activity.

Loading space

means an on-site marked space where vehicles load or unload goods or people.

Parking space

means a useable, on-site, formed, marked space where vehicles can park.

Passive Recreation Areas

means areas for informal recreation activities where the activity is carried out on an individual or ad hoc level and includes non commercial playgrounds.

Permanent Surface

means a drained hard and durable surface of bituminous chip seal, asphalt, concrete, interlocking paving blocks, or other such approved solid and durable paving (see figure 10, Appendix 11 - access standards) and includes a timber deck, where above ground level.

Professional Staff

means medical practitioners, dentists, physiotherapists, practice nurses and any other specialist employed at a health facility whose patients may consult for the provision of medical advice independently. For the purpose of this definition, it includes veterinary surgeons, but excludes medical receptionists and general nursing assistants.

Road

has the same meaning as in section 315 of the Local Government Act 1974 and includes a motorway as defined in section 2 (1) of the Government Rooding Powers Act 1989.

Sports Courts

means an open, covered or enclosed area for playing court and greens sports and games.

Queuing Space

means a useable, on-site, formed space, which complies with the relevant standards in Appendix 9 & 10, where vehicles can stand while awaiting goods or services.

Queuing Lane

means an on-site vehicle access lane containing one or more queuing spaces, where vehicles can queue one behind the other, in line, while awaiting goods or services.

AP10.7 loading spaces - special provisions for sites with more than one activity or tenant

AP10.7.i Where more than one tenancy or separate use is contained on a site then each individual tenancy or activity shall be provided with direct access to the loading space on that site. When it is necessary to provide such access within a building such access shall be a useable passageway not less than 1.2m wide (including any doorways measured between the door jambs).

AP10.8 surfacing of parking and loading spaces

AP10.8.i In Inner City, Suburban Commercial, Industrial, and Open Space and Recreation Zones the whole of the parking and loading spaces, vehicular entrances, access drives and aisles required by these rules must be formed, surfaced and maintained to a permanent surface (see Figure 10, Appendix 11 - tracking curves).

AP10.8.ii In the Residential Zone the following areas shall be permanently surfaced. See definitions in Appendix 10 (standards and terms for parking and loading) and Figure 10 in Appendix 11.

- a) all vehicular access from a public road from the sealed carriageway of the road to a point at least 5m into the site measured from the road boundary, and (Note: The purpose of this clause is to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.)
- b) all vehicular access which serves more than one household unit or site, and
- c) all vehicular access with a gradient steeper than 1 in 5.

For the purpose of this clause the grade of a curve shall be measured around the inside edge. The minimum inside radius of curves shall be 4m.

Except as provided above, all vehicular access in the Residential Zone shall be formed to an all weather surface (see definition in Appendix 10 - standards and terms for parking and loading).

AP10.8.iii In the Rural Zone all vehicular access from a public road shall:

- a) be permanently surfaced (see definition in Appendix 10 and Figure 10 in Appendix 11) from the sealed carriageway of the road to a point at least 5m into the site measured from the road boundary, and
- b) comply with the requirements contained in Appendix 11.

AP10.8.iv In general:

- a) sites sloping towards the street will require storm water to be controlled on-site by a sump or other mechanism.
- b) the site must comply with these standards before the activity commences and be maintained to this standard for as long as the activity continues.
- c) conformity with the standards of access and construction set out in the Nelson City Council Engineering Standards will be considered to be compliance with the rule.

AP10.9 location of parking and loading areas

AP10.9.i All parking and loading spaces required by these rules must be located on the site of the activity they are intended to serve.

AP10.9.ii Any activity involving the sale, hire, servicing, or repair of vehicles shall be carried out entirely within the site to which the activity relates. No road, or part of a road, shall be used for carrying out any activity associated with the business, including the storage, repair, grooming or washing of vehicles, or parking of vehicles other than for the purposes of delivery, relocation, drop-off, or pick-up.

AP10.9.iii No part of any required parking or loading space or associated manoeuvring area may be located between a road widening designation as shown on the Planning Maps, and defined in Appendix 24 (designations), and the road boundary.

AP10.10 availability of parking and loading areas

AP10.10.i All required parking and loading spaces, manoeuvring areas, access drives and aisles must be kept clear at all times for the purpose of motor vehicle use and may not be used for any other purpose.

AP10.10.ii Except as exempted below a motor vehicle occupying any required parking or loading space must have ready access to a road at all times without the necessity of moving any other vehicle occupying a required parking or loading space.

- a) In the Residential Zone, Residential Activities (excluding Home Occupations) may have no more than 2 parking spaces located one behind the other, and may include spaces within a building.
- b) On-sites in the Inner City, Suburban Commercial and Industrial Zones which are less than 1000m² net site area, activities may have no more than 2 staff parking spaces located one behind the other provided:
 - Such parking spaces are not shared with another site, tenancy or enterprise, and
 - Such parking spaces are clearly marked in an approved manner as 'staff parking', and
 - Such parking spaces do not include accessible car parking spaces (for use by people with disabilities), and
 - As otherwise permitted under Table 10.6.1.

AP10.11 manoeuvring/non-reversing streets

AP10.11.i Every off street parking, loading and queuing space must be provided with such access drives and aisles as are necessary for the access of vehicles to and from the vehicular entrance to the road and for any required manoeuvring of vehicles within the site.

AP10.11.ii The design of all required parking spaces and loading spaces must be such that manoeuvring is provided for the swept path of the vehicles in Appendix 12 (tracking curves).

AP10.11.iii No reverse manoeuvring onto or off a road is permitted where:

- a) a site bounds any road other than a local road as set out in the Road Hierarchy on Planning Map A2.1 or A2.2, or
- b) where any vehicle entrance serves more than 3 required car parking and/or loading spaces, or
- c) a rear site has access provided by a mutual right of way, or
- d) vehicular access to the site is from a road with a legal speed of 80kmh or greater.

AP10.11.1 tracking curves for carparking:

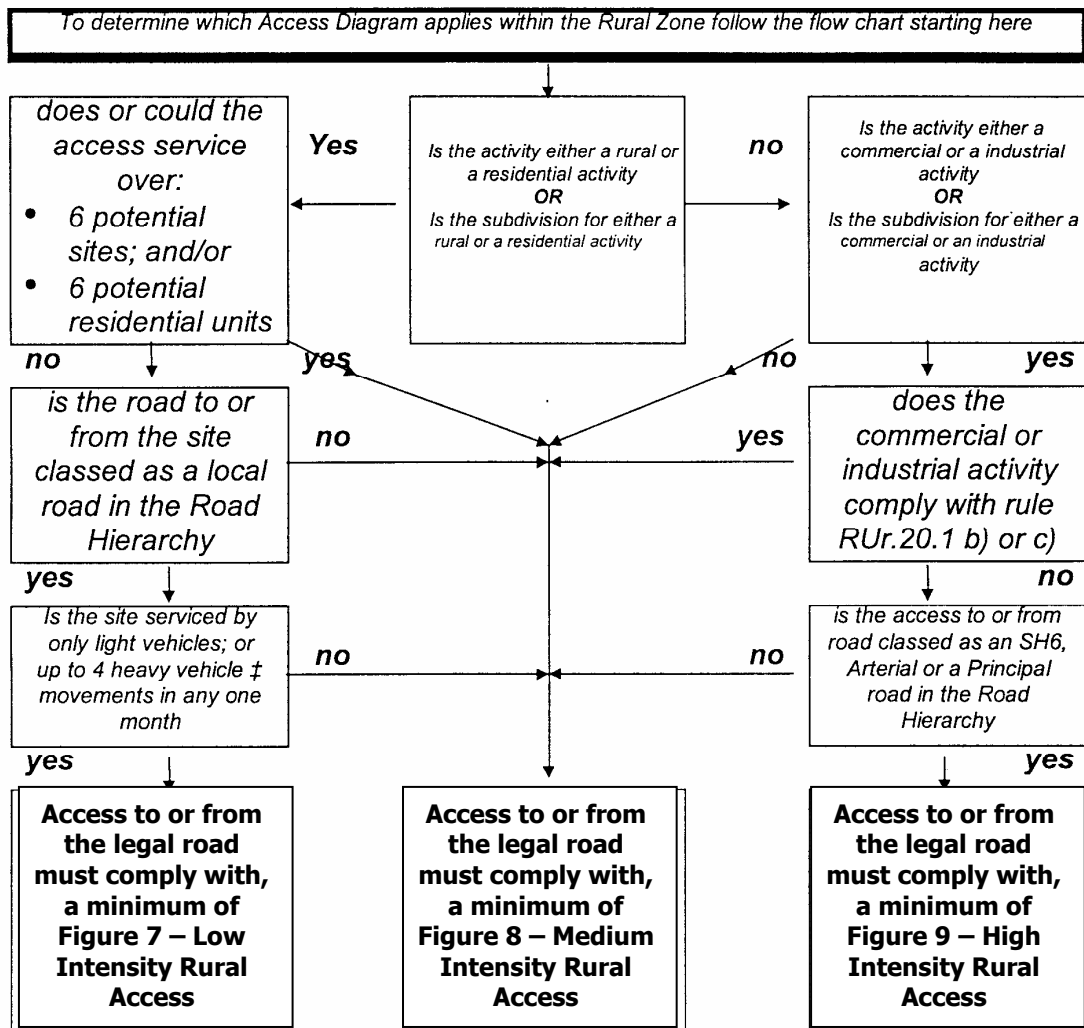
AP10.11.1.i Carpark manoeuvring must comply with the 90-percentile car tracking curve shown in AP12.1. Compliance with Table 10.5.1 (parking layout) of this appendix, will be deemed to be compliance with the 90 percentile car tracking curve. Where a Coach parking space is required manoeuvring must comply with the Tour Coach tracking curve (See AP12.6 - 90 percentile tour coach tracking curve).

AP10.11.2 tracking curves for loading:

AP10.11.2.i Where loading spaces are required or voluntarily provided they must comply with the particular tracking curve identified in Ap10.8 (surfacing of parking and loading spaces), Table 10.6.1 (loading space, size, and swept path specification) and that tracking curve specification in Appendix 12 (tracking curves).

AP10.11.2.ii Where a Coach parking space is required manoeuvring must comply with the tracking curve for the Tour Coach (See Ap12.6 - 90 percentile tour coach tracking curve).

Figure 2 - Application of Access Diagrams within the Rural Zone



AP11.3.6

Application Notes for Figure 2

- a) Definitions
 - i) Light Vehicle means a motor vehicle up to 3500kg gross laden weight.
 - ii) Heavy Vehicle is defined in Chapter 2 Meanings of Words - i.e. 'a motor vehicle exceeding 3500kg gross laden weight (Refer Heavy Motor Vehicle Regulations 1974)'
 - iii) Road Hierarchy means the road classification set out on Planning Map A2.1 and A2.2. For the purpose of Figure 2, a 'proposed' classification is deemed to be the same as the main classification. i.e. 'Proposed SH6' has same meaning as 'SH6'.
- b) Advisory Note: Consent may be required by the road controlling authority for any work adjacent to or over the legal road or state highway. Persons intending to undertake such works should consult the appropriate road controlling authority prior to commencement of work.
- c) Application of Figure 2 to Subdivision:
 - i) For the purpose of Figure 2, if the activity to which the subdivision relates is not known then the activity is deemed to be a rural activity.
 - ii) In relation to a controlled activity subdivision the standards of access shown in Figures 2, 3 and 4 are the minimum required. Under RUr.78.2 viii control is reserved over the development of the subdivision and sites having regard to appropriate vehicle access.

- d) Where any legal road is not shown on the Road Hierarchy it shall be deemed to be classed as local road under the Road Hierarchy.
- e) Interpretation Of Movement In Relation To Heavy Vehicles
 - i) The same or different heavy vehicles arriving once and departing once, or vice versa, from the access, shall be counted as 2 vehicle movements.
- f) One Off Activities In Relation To Heavy Vehicle Movements
 - i) There will be no limit on heavy vehicle movements in relation to the clause marked ‡ in Figure 2, in which case figure 2 will apply, if the activity is a one off activity, such as an on-site private building project, and
 - a. the prior written consent of the adjoining road controlling authority is obtained for the one off activity, in relation to the effects on the adjoining road; and
 - b. any damage which, in the opinion of the road controlling authority, has been done to the road in the course of the activity or work shall be reinstated by the user or at their cost, to the satisfaction of that authority.
 - ii) Any application in which this part of the Plan is to be used, must include the prior written consent required under ‘f) i) a)’ and also provide a statement signed by the person with financial or controlling authority for the activity or work agreeing to reinstate any such damage in accordance with ‘f) i) b)’ above.

AP11.3.7 The minimum sight distance from the access, as set out in Table 11.3.1 below shall be complied with (Also refer Figure 1).

Table 11.3.1 - minimum sight distances from access

Column A	<i>or</i>	Column B		
85th percentile* speed (km/h)	<i>or</i>	Bylaw or Gazetted speed on SH6 Principal, Arterial Collector Sub Collector or Local Roads	Sight Distance (m) for Residential Activity	Sight Distance (m) for Other Activities
≤40		≤30	35	60
50		40	45	80
60		50	65	105
70		60	85	140
80		70	115	175
90		80	140	210
100		90	170	250
110		100	210	290
120		110	250	330
>120		>110	250 (min)†	330(min)†

AP11.3.8 Notes:

- a) Method of Speed: 1 of 2 methods must be used in Table 11.3.1 to determine the speed factor at which the sight distance applies. Use either:
 - i) Column A - 85th percentile method. If this method is used, in any application under this part of the Plan, sufficient detail must be included to show compliance with this method; or

AP11.5 vehicle oriented commercial activities

AP11.5.1 Vehicle oriented commercial activities include service stations, truck stops, supermarkets, shopping centres and drive-in or drive-through retail outlets.

AP11.5.2 Notwithstanding the above rules, all vehicle oriented commercial activities must comply with the following rules:

- a) Any canopy must be set back 2m from the road boundary.
- b) Vehicle crossings into vehicle oriented commercial activities must comply with the minimum distance of vehicle crossing from intersections contained in Table 11.2.1.
- c) Vehicle crossings into vehicle oriented commercial activities must comply with the following minimum separation distances from other access ways.
 - i) Between vehicle crossings for residential activities - 7m.
 - ii) Between vehicle crossings for other activities - 15m.
- d) The width of any driveway into a vehicle oriented commercial activity shall comply with the following:
 - i) One way - 4.5m min and 6m max.
 - ii) Two way - 6m min and 9m max.
 - iii) Any driveway with a width greater than 9m will be discretionary
 - iv) Any one way entrance or exit must be signposted as such and may also have road marking on-site.
- e) The site layout shall be such that all vehicles can enter and leave the site in a forward direction without any need for additional on-site manoeuvring or manoeuvring on the frontage road.
- f) For all driveways from State highways, arterial or principal roads to be used by heavy vehicles, the first 20m of the driveway shall be generally at the same level as the frontage road itself. All accesses on to limited access roads are to comply with NZ Transport Agency standards and will require NZ Transport Agency approval.
- g) For queuing provisions refer to Appendix 10 (standards and terms for parking and loading).
- h) Site size shall be sufficient to ensure that no vehicles being serviced, entering a carpark, awaiting service, or servicing the establishment require to be parked on the road or in such a location that impedes entry, exit, and visibility to or from the entranceway.
- i) On-site car parking and vehicle manoeuvring shall be designed and constructed in accordance with the requirements of the activity but should not impact on the adjacent road network.
- j) The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.
- k) The design of the vehicle access and the minimum sight distances from accesses shall be provided in compliance with the rules and figure 1 in this Appendix.
- l) Adequate on-site provision shall be made for service vehicles and for goods loading and unloading in accordance with standards set out in Appendix 10 (standards and terms for parking and loading) and 11 (access standards). The areas set aside shall be sufficiently dimensioned for the largest expected vehicles, plus manoeuvring space about those vehicles and the numbers of those vehicles expected to be at the site at any one time.
- m) The design and site layout of vehicle oriented commercial activities shall make provision for the safe movement of pedestrians about the site, at the vehicle crossings associated with the site and for their safe movement across roads in the vicinity of the site without an adverse effect on the operation of the frontage road.

AP11.6 gates

AP11.6.1 Gates, garage doors and other like openings must be hung so that they swing into the site and not over any road or adjoining site. Tilting garage doors and similar openings must not, at any time, overhang any road or adjoining site.

AP11.7 assessment criteria for resource consents

AP11.7.1 access

- a) Whether adequate sight lines are available from alternative access points.
- b) The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection or with lesser unobstructed sight distances, than is permitted by the Plan.
- c) The extent to which conflicts between vehicles would be created by vehicles queuing across the vehicle crossing. Confusion between vehicles could be created by vehicles queuing across the vehicle crossing, or between vehicles turning at the crossing or the intersection, or by an inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.
- d) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.
- e) Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users. Whether the geometry of the road could mitigate the adverse effects of the access.

AP11.7.2 vehicle orientated commercial activities

- a) The design and layout of accesses, manoeuvring aisles, car parking and loading areas and the potential effect of these on the safety and efficiency of the frontage road.
- b) Provision for the safe movement of pedestrians about the site and on the adjacent frontage road.
- c) The safety and efficiency of the access taking into account the regulating speed limit on the frontage road, available visibility, road geometry, and vehicle volumes on the frontage road.
- d) The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects on the safety and efficiency of the frontage road.
- e) Any proposed design or works, on-road or on-site to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road.
- f) The degree to which the location of the site in combination with the position of any proposed and existing access points will affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway taking into account the following matters:
 - i) the types of manoeuvres anticipated to be undertaken at the intersection
 - ii) the forms of control at adjacent intersections
 - iii) the functions of the frontage road and any intersecting roads
 - iv) the speed and volumes of through traffic
 - v) the physical features of the roadway, i.e. number of lanes, visibility
 - vi) whether the driveway will be on an upstream or downstream side of the intersection.
- g) The ability for vehicles to queue and be serviced on-site without affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the facilities on the site. The design and appearance of any building, its visual impact from the road, and its proximity to residential areas. The degree to which any heavy commercial vehicles and other service vehicles may enter and exit the site without excessive manoeuvring or disruption to vehicles being serviced on the site or serving the activity or the safe movement of vehicles along the adjoining road.

appendix 15

daylight admission (residential)

AP15 overview

AP15.i Daylight controls have been included in this Plan to ensure adequate minimum daylight standards for neighbouring residential properties.

AP15.1 introduction

AP15.1.i The controls are to ensure equitable access to daylight on all properties, and to ensure that minimum building separation, open space and amenity are maintained within residential areas. The daylight controls define angles within which a complying building must fit in order to allow adequate daylight onto adjoining sites.

AP15.1.ii The provisions in this Appendix apply to buildings as defined in Chapter 2.

AP15.2 where they apply

AP15.2.i The daylight controls apply to all properties within or adjoining the Residential Zone. This means that all residential properties must comply, as well as properties zoned Inner City, Suburban Commercial, Industrial, Rural, Open Space and Recreation which adjoin a site in the Residential Zone.

For those properties which are in other zones which adjoin a Residential Zone, the relevant rules still apply. However, where the Daylight Around method is implemented on a site adjoining a Residential Zone, a maximum or average building height of 7.5m applies (see AP15.9). The intent of this rule is that the daylight admission on the common boundary is the same as if the non-residentially zoned neighbouring site was within a Residential Zone.

AP15.3 where to take measurements from

AP15.3.1 in the residential zone

- a) Boundaries, other than road boundaries, including nominated boundaries in the case of multiple residential units where no subdivision is occurring. Note: Party (common) walls are exempt from the daylight provisions, as are boundaries other than road boundaries that adjoin any other zone (with the exception of the Open Space and Recreation Zone). In other words, a residentially zoned site does not have to provide daylight amenity to an adjoining industrial site, for example.
- b) Road boundaries where a building is located within 4m of the road boundary, in which case a recession plane inclined into the residential site of 45° applies in all instances only to that part of the building that intrudes into the 4m setback (except in the Wakefield Quay Precinct where Rule AP23.4.2 applies). The recession plane is measured from 2.5m vertically above the road boundary. Where a road widening designation is shown on the Planning Maps and defined in Appendix 24 (designations) this is considered the road boundary. The daylight over method must be utilised in relation to road boundaries. The daylight around method does not apply. This rule ensures the public amenity of the street environment is protected.
- c) Where a boundary has a common boundary with a private access or right of way which serves more than one, but no more than four, actual or potential residential units, and whether or not that property has rights over the access or right-of-way, the measurement may be taken from the centre line of that formation. If the measurement is taken from the centre line the daylight-over method must be used.

AP15.3.2 in other zones

- a) The zone boundary. Where a road runs along the boundary between two zones, the zone boundary is the centre of the road. (See AP15.2, which requires that any site adjoining a Residential Zone complies with the daylight controls. "Adjoining" includes across the road from a residential site, since the centreline of the road is the zone boundary.)

NB: That in respect of the 5 metre strip which forms part of the Railway Reserve and is contained in part Lot 34 DP349352 and Lot 34 DP362586, measurements shall be taken from the eastern boundary of the said strip (Refer to Rule INr.27.1 c)).

AP15.4 what to show on building plans

- a) An accurate true north point.
- b) The applicable daylight over or around angle applying to the structure.
- c) Accurate original ground levels at the boundary and at the building, and finished floor levels at the points being tested (refer to Chapter 2 Meanings of Words for definition of Ground Level).
- d) Accurate original (natural) ground levels at the boundary and at the building.

AP15.5 additions to buildings

- a) Additions to buildings must comply with the daylight controls in this Plan.
- b) Where the original building does not conform with the daylight controls in this Plan, any addition must not deprive neighbouring properties of daylight to a greater degree. Otherwise a resource consent is required.

AP15.9 how to use daylight around

AP15.9.i Place a 110° angle 35° from the boundary (as shown in Figure 4). A complying building will fit within the arms of this angle and may be up to or average 7.5m high (see Chapter 2 Meanings of Words for definition of height measurement). Only one angle may be used on any one boundary.

AP15.9.ii 'Ground level', 'height' and 'height measurement' are determined by their definitions in Chapter 2 (Meanings of Words).

Note: Any portion of a building not contained within the arms of the angle must comply with AP15.9.iii.

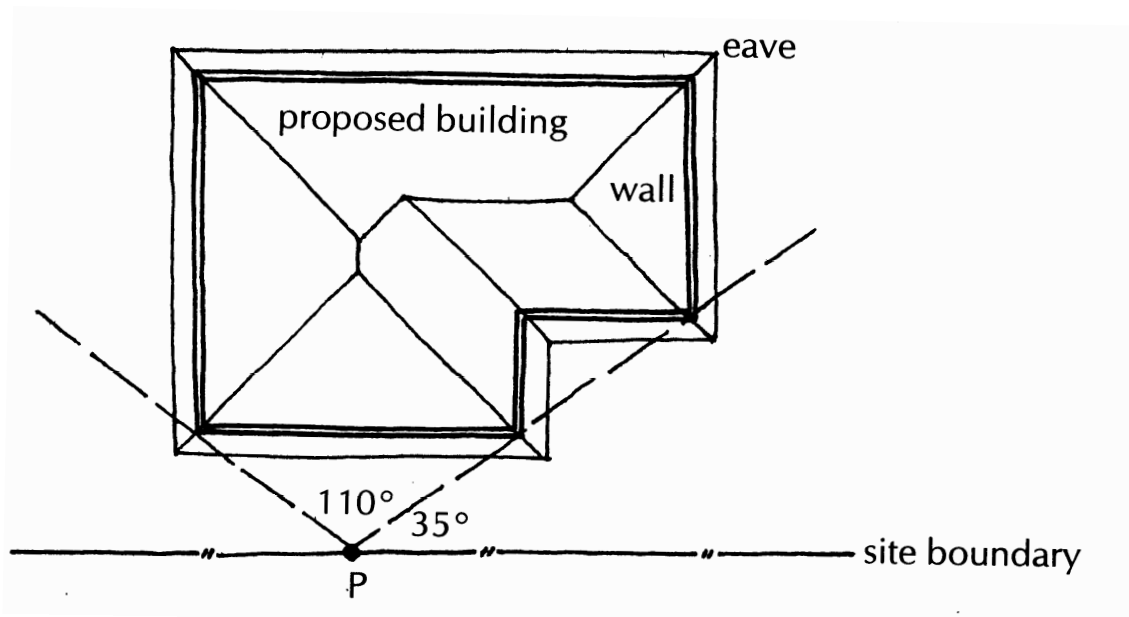


Figure 4: how to use daylight around

AP15.9.iii exceptions to the daylight around provisions

The following are permitted intrusions into the daylight around angle:

- Eaves (not more than 600mm), and
- Buildings and structures complying with the special height limiting lines outside the angle.

Parts of the building or detached outbuildings may be outside the angle but only up to a certain height. To find out how high a building outside the arms may be, use the following steps:

- Apply the daylight around angle (Figure 5) to find out how high intrusions may be. Start at 2m above ground level at the boundary immediately adjacent to the point of consideration of the building. The maximum height then increases 0.5m for each 2m distance from the boundary. This is a recession plane of 14° inclined into the site, measured from a point 2m above ground level at all points along the relevant boundary.
- The right hand side of the indicator is at 1:200 scale, and 1:100 on the left hand side. Apply the one that is appropriate to your site plan.

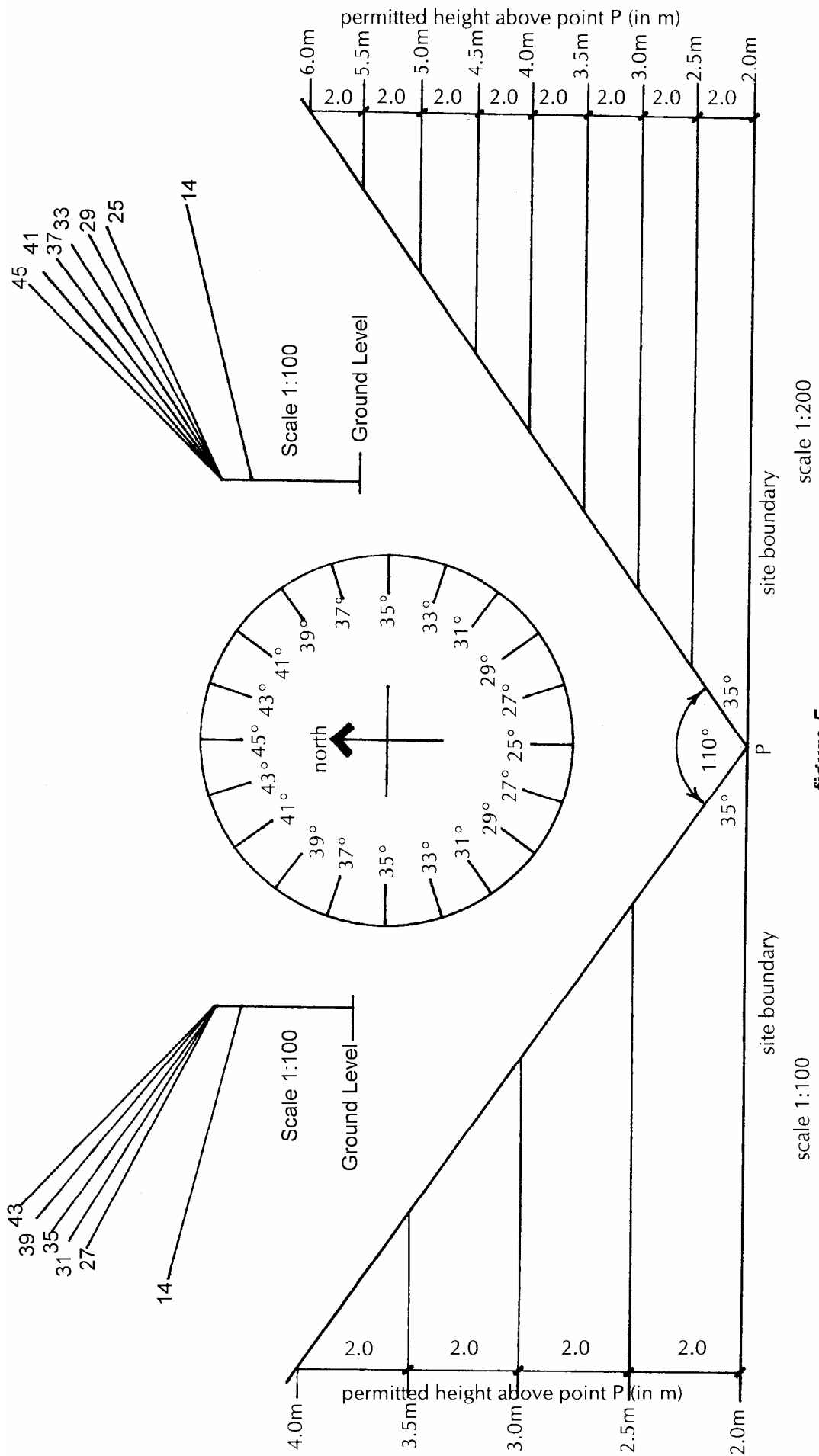


figure 5

Enclosure - relates to the effect a sign will have on the human scale of a place. The place should ideally be, or have predominant elements, at human scale. Consequently, if there is an existing sense of enclosure a person should continue to feel comfortable within it. Conversely, if the area is more open, then that openness should be retained. Cumulative effects are particularly important.

Signs for the Department of Conservation - Section 4 Resource Management Act 1991

Section 4 (3) of the Act provides that Section 9 (1) does not apply to any work or activity of the Crown within the boundaries of any area of land held or managed under the Conservation Act 1987 that is consistent with a conservation management strategy, conservation management plan established under the Conservation Act 1987 or other specified act and does not have a significant adverse effect beyond the boundary of the area of the land.

Plan users considering such signs should refer to Section 4(3) of the Act and may also refer to the Department of Conservation, Outdoor Signs Manual (ISBN: 0-478-01512-7)

AP20r.2.5.ii Design

3 dimensional signs may tend to dominate an area more than a sign board due to their depth perception. However, sometimes such signs can have less visual impact on an area where there is no backing board or structure to the lettering or shape.

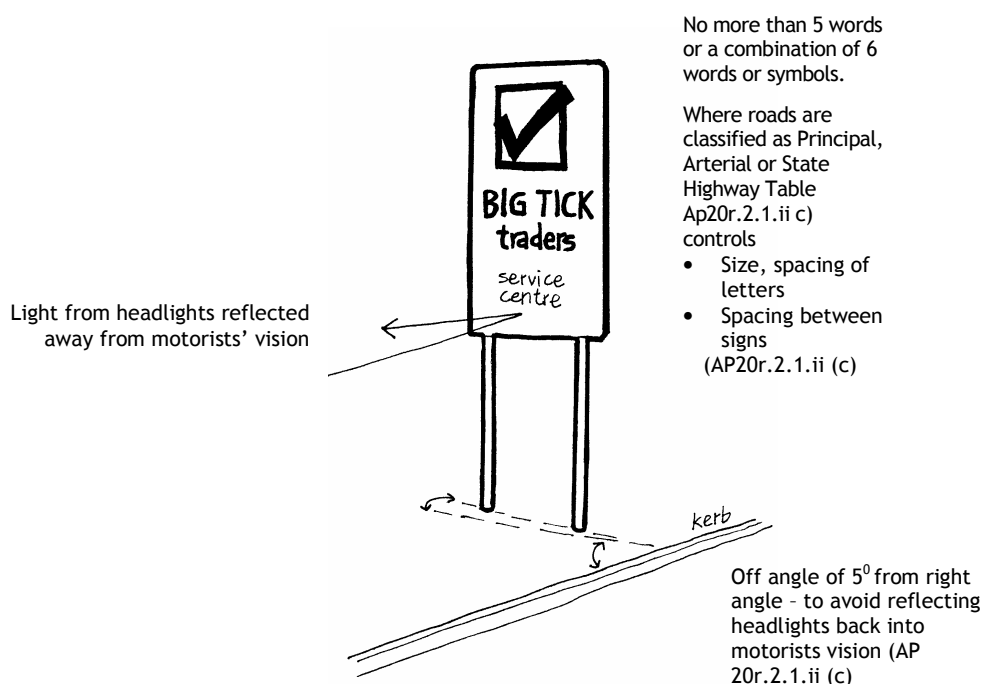
3 dimensional signs which present a similar perception of size as a complying sign board in a similar situation will generally be acceptable.

Signs must at all times be maintained to a tidy and legible standard.

Signs have the potential to cause visual pollution if not maintained to a standard in keeping with the quality and context of an area. Enforcement action may be taken if signs are not maintained to the quality and context of the area, both in their advertisement area or structure, or if they become illegible.

Figure 5: Explanatory Figure: some of the requirements for a sign, other than an under verandah sign, which is within 20m of the nearest edge of a carriageway of a legal road and the sign will be visible from that road (AP20r.2.1.ii c)

Note: This figure is not to scale and does not illustrate all requirements in the rules



AP20r.2.5 explanation

AP20r.2.5.iii External Lighting

This rule is to prevent light spill hazards to road users and pedestrians and to avoid nuisance light spill onto neighbouring properties. Motorcyclists are particularly prone to dazzle due to the acrylic lenses on goggles and crash helmet visors.

In Residential areas light spill can interfere with people's sleep and their enjoyment of their property. Dazzle and light spill can also be a hazard or nuisance for people at their workplaces.

AP20r.2.5.iv Audible Signs

There is a growing trend for public outdoor advertising by other than visual means. For example broadcasting recorded messages from commercial premises.

This rule aims to acknowledge this trend while avoiding any potential to create individual or cumulative nuisance effects or jeopardise the safety of essential networks.

Each case needs to be considered on its merits as a discretionary activity.

AP20r.3 election signs

Item	Permitted	Controlled	Discretionary
AP20r.3 Election signs (off site signs)	AP20r.3.1 Signs for electioneering purposes in all zones, are permitted subject to compliance with Ap20r.3.1 (permitted conditions).	AP20r.3.2 not applicable	AP20r.3.3 Activities that contravene a permitted condition are discretionary.

AP20r.3.1 permitted conditions

- a) maximum number: a total of 10 signs throughout the District (all zones) per candidate, and
- b) maximum area: 0.75m² per sign, and
- c) maximum height: 2m, and
- d) letter size:
 - i) on legal roads shown in the Road Hierarchy as a local road, sub - collector or collector road the minimum vertical height of lettering must be 150mm, with a 100mm vertical gap between lines, or
 - ii) on legal roads shown in the Road Hierarchy as a Principal, Arterial or SH6, the minimum vertical height of lettering must be 200mm, with a 100mm vertical gap between lines (where a legal road does not appear on the Road Hierarchy it shall be deemed to be a local road), and
- e) duration - such signs may be erected no more than 2 months before the election, and removed prior to the day of the election being held, and
- f) where electioneering signs are to be positioned along the State Highway, written consent must first be obtained from the NZ Transport Agency or, within the 50km/hr zone, Nelson City Council. (This consent must be lodged with the Divisional Manager of Planning & Consents prior to signs being erected.) and
- g) except as provided for in f) above, no sign may be placed on or over the legal road reserve, and
- h) no sign may be erected or dismantled between the hours of 7pm and 7am.

Table (Code)	Requiring Authority and designation	Page	Planning Map
DN8	Stream control works - Orphanage Creek	45	29, 30, 32
DN9	Railway Reserve	48	27, 29, 30
DN10	NCC Nursery	49	7
DN11	Carpark - NW and SE corner Montgomery Square	50	1
DN12	Carpark and access - Stoke firestation	51	27
DN13	Service lane - SE corner Montgomery Square	53	1
DN14	Service lane - NE corner Montgomery Square	55	1
DN15	Recreation reserve - The Glen	56	2, 38
DN16	Saxton Park extension	58	32
DN17	Isel Park extension	59	27
DN18	Blackhorse Quarry	60	39
DP	Minister of Police	61	
DP1	Stoke Community Policing Centre	61	27
DP2	Nelson Police Station	62	1, 14
DR	Radio New Zealand Limited	63	
DR1	Main Road Stoke	63	32
DRN	The Radio Network Limited	64	
DRN1	314 Trafalgar Square	64	1, 14
DRN2	Main Road Stoke	65	32
DTA	Network Tasman Ltd	664	
DTA1	188 Songer Street	66	25
DTA2	106 - 302 Annesbrook Drive	67	17, 22, 23
DTA3	SH6 Atawhai Drive	67	3
DTA4	Marsden Road	68	31
DTA5	769 Hira Road	68	40
DTDC	Tasman District Council	69	
DTDC1	Saxton Park extension	69	32
DTE	Telecom New Zealand Ltd	71	
DTE1	Atawhai Exchange	72	4
DTE2	Grampian Microwave Station	73	24
DTE3	Halifax Street and Achilles Avenue - Nelson exchange	74	1
DTE4	380 Main Road - Stoke exchange	75	22, 27
DTE5	47 Tahunanui Drive - Tahunanui exchange	76	13, 18
DTE6	Fringed Hill Landmobile Site	77	55
DTE7	Grampians VHF Landmobile Site	79	24
DTE8	Maungatapu Microwave Station	80	56
DTP	Trans Power NZ Ltd	82	
DTP1	Stoke Electricity Substation	82	27, 30
DTR	NZ Transport Agency	83	
DTR1	643 Rocks Road and off Bisley Walk and Tahunanui Drive	83	13
DTR2	Queen Elizabeth II Drive	84	10
DTR3	Adjacent to Rocks Road and north of Magazine Point	85	13
DTR4	All parts of State Highway 6	85	Various
DTR5	Whakatu Drive (Stoke Bypass), between Waimea Road and Annesbrook Drive	86	17, 22, 23
DTR6	Whakatu Drive (Stoke Bypass), between Annesbrook Drive and Saxton Road	87	22, 26, 27, 29
DTR7	Whakatu Drive (Stoke Bypass), between Saxton Road and Richmond Deviation	88	23, 24, 32

Table (DA) - Airways Corporation of New Zealand Ltd

Details of each designation follow this table.

ID	Site name/ Location of site	Purpose of designation	Legal description/valuation no.	Area
DA1	Nelson Airport approach lights, NE of Runway 20 on bearing N40° 51'50"	Navigational aid (airport approach lights)	Pt Sec 85 CT 14/119	2250m ²

DA1 designation DA1

DA1.i Navigational Aid (Airport Approach Lights).

DA1.1 designating authority

DA1.1.i Airways Corporation of New Zealand Ltd.

DA1.2 reason for designation

DA1.2.i The reason for this requirement is that the approach lights are currently established and have for many years provided visual guidance to aircraft pilots approaching the airport from the north.

DA1.3 nature of the works

DA1.3.i The approach lights are an integral part of the operation of Nelson Airport. The lights allow pilots to identify the location of the runway from the north and 'line up' the aircraft into the approach flight path. The approach lights therefore provide for the safe and efficient approach of aircraft into Nelson airport.

DA1.4 environmental effects/mitigation measures

DA1.4.i The environmental effects of retaining and operating the approach lights will be minor. The principal effects relate to the continued maintenance and servicing of these facilities and they are unlikely to change significantly in the future in terms of character, scale or intensity.

DA1.4.ii The approach lights will not have any significant visual adverse effects on the golf course or surrounding landscape. This consideration is based on the approach light structures being between a low height range of 30cm - 347cm. Therefore the lights will most likely not be seen from beyond the immediate area of the site.

DA1.4.iii Airways will carry out all responsibilities of an authorised requiring authority and will give proper regard to the interests of those affected and to the environment by complying with all duties and obligations of the Resource Management Act and all other legal requirements in terms of any new works proposed for the approach lights.

DA1.5 explanatory statement

DA1.5.i Airways is responsible for providing and servicing telecommunication and navigational aids throughout New Zealand. This service provides for the safe and efficient movement of aircraft in New Zealand air space. The Nelson Airport northern approach lights therefore have a strategic and operational importance to Airways.

DTA2 designation DTA2

DTA2.i Network Tasman Network Utility Operation- substation (106 - 302 Annesbrook Drive)

DTA2.1 designating authority

DTA2.1.i Network Tasman Ltd

DTA2.2 reason for designation

DTA2.2.i To accurately identify the title of the requiring authority and the purposes served by the designation.

DTA2.3 nature of the works

DTA2.3.i A 33/11KV substation including a fenced compound and concrete block building.

DTA2.4 environmental effects/mitigation measures

DTA2.4.i The environmental effects of this activity are minimal. Any noise is mitigated by the planting of trees.

DTA2.5 explanatory statement

DTA2.5.i The site is used to facilitate the distribution of electricity to the community. It is an existing activity therefore no resource consents are required and no consultation has taken place as none is needed.

DTA3 designation DTA3

DTA3.i Network Tasman Network Utility Operation - switching and regulator site (State Highway 6 Atawhai Drive).

DTA3.1 designating authority

DTA3.1.i Network Tasman Ltd

DTA3.2 reason for designation

DTA3.2.i To accurately identify the title of the requiring authority and the purposes served by the designation.

DTA3.3 nature of the works

DTA3.3.i A switching and regulator site

DTA3.4 environmental effects/mitigation measures

DTA3.4.i The environmental effects of this activity are minimal. The site is bounded by the State Highway and the mudflats with a residence at the southern boundary.

DTA3.5 explanatory statement

DTA3.5.i The site is used to facilitate the distribution of electricity to the community. As the activity is existing, no consultation has occurred.

DTA4 designation DTA4

DTA4.i Network Tasman Network Utility Operation - ripple transmitter (Marsden Rd).

DTA4.1 designating authority

DTA4.1.i Network Tasman Ltd.

DTA4.2 reason for designations

DTA4.2.i To accurately identify the title of the requiring authority and the purposes served by the designation.

DTA4.3 nature of the works

DTA4.3.i A concrete block building containing a ripple transmitter.

DTA4.4 environmental effects/mitigation measures

DTA4.4.i The environmental effects of this activity are minimal. There are no residences close by and any noise is contained within the building.

DTA4.5 explanatory statement

DTA4.5.i The site is used to facilitate the distribution of electricity to the community. As the activity is existing, no consultation has occurred.

DTA5 designation DTA5

DTA5.i Network Tasman Network Utility Operation - substation (769 Hira Road)

DTA5.1 designating authority

DTA5.1.i Network Tasman Ltd.

DTA5.2 reason for designation

DTA5.2.i To enable the requiring authority to meet its obligations under the Electricity Act and to provide a secure supply of electricity to North Nelson.

DTA5.3 nature of works

DTA5.3.i A 33kV/11kV substation. The substation will receive a 33kV feed and by way of transformers will step this voltage down to 11kV for local reticulation. The substation will be located within a building that will have the appearance of a residential dwelling. All equipment will be contained entirely within the building and cabling for incoming and outgoing electricity will be underground. The designation shall lapse in 15 years on 13 May 2024 unless it is given effect to before the end of that period.

DTA5.4 environmental effects/ mitigation measures

DTA5.4i Positive Effects

Provision of a secure supply of electricity to North Nelson.

DTA5.4.ii Adverse Effects

- a) Effects on visual amenity
- b) Noise effects (construction noise, noise associated with cooling fans and noise emitted by transformers)
- c) Traffic effects (traffic generation from construction and for inspection purposes)
- d) Effects on Health and Safety (effects from electromagnetic radiation and contaminants)
- e) Earthquake Risk (associated with locating a structure in a Fault Hazard Zone)

DTA5.5.iii Mitigation

- a) The visual effects are mitigated by housing the substation in a building with residential appearance.
- b) Prior to the substation being constructed, the consent holder shall provide a noise management plan to the Council's Manager Resource Consents that addresses the steps to be taken to mitigate noise emissions from the activity on the site. This plan shall include, but not be limited to, specific measures relating to construction-related noise, noise monitoring once the transformers are commissioned and measures to be implemented to comply with the noise performance standards of the Plan.
- c) Keep construction disturbance where possible to daylight hours.
- d) The application site shall be fully fenced.
- e)
 - i) The proposed substation and associated cabling shall be located fully outside of the recommended building exclusion zone as shown on Plan A, dated 1 May 2009.
 - ii) Site development shall be carried out under the supervision of a chartered professional engineer practising in civil engineering and experienced in foundation design.
 - iii) All excavations for building foundations and trenches for buried utilities shall be inspected by a qualified engineering geologist or geotechnical engineer, recognised as such by Nelson City Council. The engineering geologist or geotechnical engineer shall forward to Council's Manager Resource Consents a report summarising the ground conditions exposed and confirming that ground conditions are as anticipated in the report provided by Geo-logic Ltd.
 - iv) The inferred position of the Waimea Fault as per the Geo-Logic Ltd. report provided shall be re-examined within the 6 months prior to applying for a Building Consent to incorporate any more definite location information on the position of the Waimea Fault. A report summarising the results of this re-examination shall be included with the building consent application.

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Table (DTR) – NZ Transport Agency

Details of each designation follow this table.

ID	Site name/ location of site	Purpose of designation	Legal description/valuation no.	Area (ha)
DTR1	643 Rocks Road and off Bisley Walk and Tahunanui Drive	State Highway purposes	Lot 1 DP 7075 CT2B/1147 and SO 11010	
DTR2	Queen Elizabeth II Drive	State Highway purposes	various	
DTR3	Adjacent to Rocks Road and north of Magazine Point	State Highway purposes	Pt Lot 1 DP 10723 Block IV	1301m ²
DTR4	All those parts of State Highway 6 identified on the location map in the Planning Maps	State Highway purposes		
DTR5	Proposed Whakatu Drive, between Waimea Road and Annesbrook Drive	Proposed Limited Access Road - Arterial Purposes		
DTR6	Proposed Whakatu Drive, between Annesbrook Drive and Saxtons Road	Proposed Limited Access Road - State Highway Purposes		
DTR7	Whakatu Drive, between Saxtons Road and the Richmond Deviation	Limited Access Road		

DTR1 designation DTR1

DTR1.i State Highway purposes - 643 Rocks Road and off Bisley Walk and Tahunanui Drive

DTR1.1 designating authority

DTR1.1.i NZ Transport Agency.

DTR1.2 reason for designation

DTR1.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR1.2.ii The designation provides for the NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR1.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR1.3 nature of the works

DTR1.3.i 643 Rocks Road and off Bisley Walk and Tahunanui Drive,

DTR1.4 environmental effects/mitigation measures

DTR1.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR1.5 explanatory statement

DTR1.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

DTR2 designation DTR2

DTR2.i State Highway purposes - Queen Elizabeth II Drive

DTR2.1 designating authority

DTR2.1.i NZ Transport Agency.

DTR2.2 reason for designation

DTR2.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR2.2.ii The designation provides for the NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR2.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR2.3 nature of the works

DTR2.3.i Queen Elizabeth II Drive

DTR2.4 environmental effects/mitigation measures

DTR2.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR2.5 explanatory statement

DTR2.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

DTR3 designation DTR3

DTR3.i State Highway purposes (adjacent to Rocks Road north of Magazine Point).

DTR3.1 designating authority

DTR3.1.i NZ Transport Agency.

DTR3.2 reason for designation

DTR3.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR3.2.ii The designation provides for the NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR3.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR3.3 nature of the works

DTR3.3.i Stabilising an unstable steep hill slope adjacent to Rocks Road to ensure that it does not slip onto State Highway 6.

DTR3.4 environmental effects/mitigation measures

DTR3.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR3.5 explanatory statement

DTR3.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

DTR4 designation DTR4

DTR4.i State Highway purposes - All those parts of State Highway 6 identified on the location map in the Planning Maps

DTR4.1 designating authority

DTR4.1.i NZ Transport Agency.

DTR4.2 reason for designation

DTR4.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR4.2.ii The designation provides for the NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR4.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR4.2.iv Alteration to the Whakatu Drive designation is required to provide for the full extent of the proposed road design, drainage works and landscaping. It is also required to satisfy the requirements of previous designations with respect to landscaping and noise amelioration.

DTR4.3 nature of the works

DTR4.3.i The Whakatu Drive, 643 Rocks Road and off Bisley Walk and Tahunanui Drive, Queen Elizabeth II Drive and the Whangamoia Deviation.

The designation shall lapse in 5 years on 1 September 2014 unless it is given effect to before the end of that period.

DTR4.4 environmental effects/mitigation measures

DTR4.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR4.5 explanatory statement

DTR4.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

DTR5 designation DTR5

DTR5.i State Highway purposes - Whakatu Drive, between Waimea Road and Annesbrook Drive

DTR5.1 designating authority

DTR5.1.i NZ Transport Agency.

DTR5.2 reason for designation

DTR5.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR5.2.ii The designation provides for the NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR5.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR5.2.iv Alteration to the Whakatu Drive designation is required to provide for the full extent of the proposed road design, drainage works and landscaping. It is also required to satisfy the requirements of previous designations with respect to landscaping and noise amelioration.

DTR5.3 nature of the works

DTR5.3.i Whakatu Drive

DTR5.3.ii The general location of the areas affected by the alteration to the Whakatu Drive designation are:

- a) around the intersection of Annesbrook Drive, extending along the Bypass designation to approximately 100m west of Nayland Road. There is also a small area of additional land (NZ Transport Agency owned) required on the northern side of the existing railway reserve behind Cawthron Crescent

DTR5.4 environmental effects/mitigation measures

DTR5.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR5.5 explanatory statement

DTR5.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

DTR6 designation DTR6

DTR6.i State Highway purposes - Whakatu Drive, between Annesbrook Drive and Saxtons Road

DTR6.1 designating authority

DTR6.1.i NZ Transport Agency.

DTR6.2 reason for designation

DTR6.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR6.2.ii The designation provides for NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR6.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR6.2.iv Alteration to the Whakatu Drive designation is required to provide for the full extent of the proposed road design, drainage works and landscaping. It is also required to satisfy the requirements of previous designations with respect to landscaping and noise amelioration.

DTR6.3 nature of the works

DTR6.3.i Whakatu Drive

DTR6.3.ii The general location of the areas affected by the alteration to the Whakatu Drive designation are:

- a) around the intersection of Annesbrook Drive, extending along the Bypass designation to approximately 100m west of Nayland Road. There is also a small area of additional land (NZ Transport Agency owned) required on the northern side of the existing railway reserve behind Cawthron Crescent
- b) around the intersection of Songer Street with the existing Whakatu Drive designation
- c) in the vicinity of the intersection of Saxton Road with the existing Whakatu Drive designation

DTR6.4 environmental effects/mitigation measures

DTR6.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR6.5 explanatory statement

DTR6.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

DTR7 designation DTR7

DTR7.i For the purposes of a road and proposed limited access - Whakatu Drive, between Saxtons Road and the Richmond Deviation

DTR7.1 designating authority

DTR7.1.i NZ Transport Agency.

DTR7.2 reason for designation

DTR7.2.i The existing State Highway No 6 network through Nelson City is the responsibility of the NZ Transport Agency.

DTR7.2.ii The designation provides for the NZ Transport Agency, either itself, or through its agents, to control, manage, and improve the State Highway network, including planning, design, research, construction and maintenance relating to all land within the designation. Such activities may also involve, but not necessarily be limited to realigning the road, altering its physical configuration, culverts, bridges and associated protection works.

DTR7.2.iii Designation of State Highways is the most appropriate mechanism nationally of protecting the NZ Transport Agency's interests, with regard to the safe and efficient functioning of these works.

DTR7.2.iv Alteration to the Whakatu Drive designation is required to provide for the full extent of the proposed road design, drainage works and landscaping. It is also required to satisfy the requirements of previous designations with respect to landscaping and noise amelioration.

DTR7.3 nature of the works

DTR7.3.i Whakatu Drive

DTR7.3.ii The general location of the areas affected by the alteration to the Whakatu Drive designation are:

- a) around the intersection of Songer Street with the existing Whakatu Drive designation
- b) in the vicinity of the intersection of Saxton Road with the existing Whakatu Drive designation

DTR7.4 environmental effects/mitigation measures

DTR7.4.i There will be no change to the effects on the environment resulting from the modification to the notations or the new requirement. These modifications will allow this Plan to show the status of the existing highways in a clear and consistent manner.

DTR7.5 explanatory statement

DTR7.5.i As the requirement relates to carrying forward the existing State Highway designation into this Plan, consultation is not considered necessary.

Resource Management Act 1991

Requirement of the NZ Transport Agency

Designation ID reference: DTR 6, 7 and 8

Label	Legal description	Owner	Area (m ²)
A1	Pt 18, Gaz, 1974 p61	Crown	261
A2	Lot 21 DP2382, CT 78/183	Crown	300
A3	SO11507, Gaz 1974 p61	Crown	461
A4	Pt 3a, DP2385, Gaz 1965 p1597	Crown	3078
A5	Pt 1, DP72, CT 9C/1232	Crown	1446
A6	Pt 1, DP37, CT 78/182	Crown	305
A7	Lot 21, DP2382, CT 78/182	Crown	158
A8	Lot 21, DP2383, CT 78/182	Crown	360
A9	Pt 20, DP2312, CT 75/261	SC Petrie	125
A10	Lot 2, DP15246	Norgate Estate	1102
A11	Lot 2, DP15246	Norgate Estate	194
A12	Pt 1, DP72, CT 9C/1232	Crown	318
B1	Pt1, DP4389, CT 122/116	Crown	638
B2	Gaz 1970, p2194	Crown	1213
B3	Gaz 1965 p490	Crown	9934
B4	Gaz 1965 p490	Crown	1313
B5	Gaz 1965 p490	Crown	5370
C1	Gaz 1967 p1379	Crown	669
C2	Gaz 1969 p2335	Crown	14500
C3	Gaz 1967 p1379	Crown	335
C4	Gaz 1967 p1379	Crown	2121
C5	Gaz 1967 p1379	Crown	1359
C6	Gaz 1967 p1379	Crown	2178
C7	Gaz 1967 p1379	Crown	971
C8	Gaz 1967 p1379	Crown	32
C9	Gaz 1967 p1379	Crown	731 (843 originally)
C10	Gaz 1969 p2335	Crown	9040
D1	Legal road	Crown	809
D2	Lot 1, DP9657, CT 5C/554	Crown	721
D3	Pt 79, Gaz, 1966 p641	Crown	4840
D4	Pt 79, Gaz 1966 p641	Crown	404
D5	Pt 79, Gaz 1966 p641	Crown	7057
E1	Lot DP6261, CT 1A/1344	RW and BD Stephens	24
E2	Lot 5, DP6853, CT 2B/991	Crown	290
E3	Lot 5, DP6853, CT 2B/991	Crown	330
E4	Sec 1 SO15086	Aldinga Synd.	147.5
E5	Legal road	Crown	440
E6	Pt 76, SO7050, Gaz 1967 p657	Crown	5630
E7	Sec 2, SO14945	CDL Limited	1133.5
E8	Sec 1, DP5939	Nelson City Council	20
E9	DP3532, Gaz 1977 p561	Crown	2800
E10	Sec 1, SO14945	Landcorp	3387.5
E11	Sec 2, SO14945	Landcorp	1920
F1	Lot 2, DP5453, CT 132/24	NZ Apple and Pear Marketing Board	517
F2	Sec 61, DP436, CT 3D/1227	Nelpac Group Limited	530