



Tasman Resource Management Plan

**PROPOSED PLAN CHANGE NO. 69
WITHOUT LEGAL EFFECT**

Nelson Tasman Land Development Manual

**Explanatory Statement
and
Schedule of Amendments**

The Tasman Resource Management Plan is amended in accordance with the attached annotated portions of the Plan

NOTE:

- Red underlined text denotes proposed new text inserted or amended.
- Black strikethrough text denotes text deleted.
- Highlighted text denotes text subject to submission/s

Notified: 15 June 2019

CHAPTER 2: MEANINGS OF WORDS

2.1 INTRODUCTION

This chapter defines the words used in this Plan. Words and meanings defined in the Resource Management Act are adopted and are repeated in Section 2.2 in *italics type*, for the convenience of the reader. The words shown in **bold type** in Section 2.2 have the special meanings indicated throughout this Plan, unless the context requires otherwise.

Cross-references are not exhaustive, but are included occasionally for the assistance of readers.

Headings and subheadings of Plan provisions do not affect the interpretation of the Plan.

Singular expressions include the plural, and plural expressions include the singular.

2.2 DEFINED WORDS

[Unchanged or irrelevant text omitted]

Access – means a practical permanent vehicular and pedestrian access from a formed road to a site over either:

- (a) land that is included within the site; or
- (b) other land pursuant to an easement of right-of-way running with the land and appurtenant to the site.

Access strip – means a strip of land created by the registration of an easement in accordance with section 237B for the purpose of allowing public access to or along any river, or lake, or the coast, or to any esplanade reserve, esplanade strip, other reserve, or land owned by the local authority or by the Crown (but excluding all land held for a public work except land held, administered, or managed under the Conservation Act 1987 and the Acts named in the First Schedule to that Act).

~~**Access way** – means a pedestrian passageway linking roads and public places.~~

Accessway – means a corridor with a path for mobility scooters, pedestrians and cyclists linking between road to road or road to public places.

[Unchanged or irrelevant text omitted]

F

Formed legal road – means a road located in legal road reserve, with a carriageway not less than 3.5 metres wide and constructed to an all-weather standard.

R

[Unchanged or irrelevant text omitted]

Road – means the following:

- (a) State highway – means a road constructed and managed by the New Zealand Transport Agency and which has a vital role in the strategic road network linking Nelson and Tasman to other areas of the country.
- (b) Arterial road – means a road that is constructed and managed to minimise its local access function and typically join centres of population within regions and neighbouring regions and provide links to the higher order State Highway network.
- (c) Principal road – means a road constructed and managed to connect and augment the higher order transport system.
- (d) Collector road – means a road that is constructed and managed to distribute traffic between and within local areas, and form a link between higher order (principal and arterial) roads and lower order (sub-collector and local) roads.
- (e) Sub-collector road – means a road that is constructed and managed to distribute traffic at a neighbourhood level, intermediate of collector roads and local roads.
- (f) Local road – means a road that is constructed and managed for the primary function of providing direct access to properties fronting the road, and along which only traffic having an origin or destination there will travel.
- (g) Residential lane – means a road that is a public road providing access for between seven (7) and twenty (20) residential units.
- (h) Shopping street – means a road that is constructed and managed to serve a range of functions within commercial areas of town centres, including pedestrian, on-road parking supply, amenity, local traffic circulation and servicing.
- (i) Service lane – means “service lane” as defined in Section 315 of the Local Government Act 1974.

NOTE: Defined roads are set out in Plan maps 160 -168.

Road boundary – means any boundary of a site that abuts a legal road, other than an access way or service lane, or abuts a road designation. **Frontage** or **road frontage** have the same meaning as **road boundary**.

Proposed as at 10 December 2016

Road network - means state highways; arterial, principal, distributor, collector, sub-collector roads; access and local roads; access places residential lanes; shopping streets; and the intersections between them.

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(C60)

[Unchanged or irrelevant text omitted]

S

[Unchanged or irrelevant text omitted]

Service lane – means “service lane” as defined in Section 315 of the Local Government Act 1974.

CHAPTER 6: URBAN ENVIRONMENT EFFECTS

6.2 LAND EFFECTS FROM URBAN GROWTH

[Unchanged or irrelevant text omitted]

6.2.20 Methods of Implementation

6.2.20.1 Regulatory

- (a) Subdivision rules permitting small residential allotments in urban zones except on the urban-rural interface.
- (b) Subdivision rules permitting the smallest residential lots in Motueka and Richmond.
- (c) Zones that contain urban development away from land of high productive value.
- (d) Zones that contain urban development away from land with a moderate to high risk of natural hazard.
- (e) Subdivision and land use rules limiting development where inundation cannot be mitigated. C10 10/07
Op 3/14
- (f) Subdivision and land use rules requiring minimum ground levels above mean sea level for buildings and allotments.
- (g) Subdivision and zone rules and an urban design guide that manage medium density development. C66 10/17
Op 12/18
- (h) Standards of any Council Land Development Manual that ensure the design and construction of effective and efficient network asset infrastructure.

[Unchanged or irrelevant text omitted]

6.3 URBAN INFRASTRUCTURE SERVICES

6.3.1 Issue

Planning and provision of servicing infrastructure is essential for the sustainable management of the effects of urban growth. The District has many small settlements – some of which have minimal, incomplete or inadequate servicing that results in inconvenience, contamination and health risks. Services are a physical resource, the efficient and effective provision and use of which has important economic and environmental effects for the community.

C51 1/15
Op 9/16

Demand for urban growth requires the identification of rural land for future urban purposes. Such land will have servicing needs, and the lack of efficient and effective provision of urban infrastructure services is the main reason for deferring for urban zoning purposes. While such rural land remains deferred subject to services provision, ongoing demand for rural subdivision and development poses the risk that such land may become compromised for successful urban use. Mitigating this risk, and ensuring the adequacy of servicing proposals for urban rezoning and development, are both further issues.

6.3.2 Objectives

[Unchanged or irrelevant text omitted]

6.3.3 Policies

[Unchanged or irrelevant text omitted]

6.3.3.7 To require developers to adopt appropriate management methods to avoid or mitigate the adverse effects of stormwater run-off.

6.3.3.7A To ensure effective and efficient network asset infrastructure within urban communities by implementing any Council Land Development Manual.

6.3.3.8 To consider options for treatment in all or parts of the Special Domestic Wastewater Disposal Areas where there are:

- (a) significant actual or potential adverse effects from on-site domestic wastewater systems on receiving water quality, habitats, human health and amenity values; or
- (b) site limitations which may create increased risk of adverse effects either by individual systems or cumulatively.

[Unchanged or irrelevant text omitted]

6.3.20 Methods of Implementation

6.3.20.1 Regulatory

- (a) Rules establishing what works, services, land or money are to be provided by developers, including for the upgrading of existing facilities.
- (b) The location, scale and staging of urban development shown on planning maps.
- (c) Rules regarding connection to Council utility services or whether alternative means of managing effects are acceptable.
- (d) Rules that require roads to be formed to standards of connectivity as a result of subdivision in urban or rural-residential areas.
- (e) Rules that encourage the use of Low Impact Design solutions in the management of stormwater.

C7 7/07
Op 10/10

(f) Standards of any Council Land Development Manual that ensure the design and construction of effective and efficient network asset infrastructure.

[Unchanged or irrelevant text omitted]

6.3.30 Principal Reasons and Explanation

[Unchanged or irrelevant text omitted]

This may occur in the form of a structure planning exercise or through an integrated approach to Long Term Council Community Plan and resource management planning discussions.

C8 7/07
Op 10/10

All policies and objectives, and location options should be used to inform other Council processes, such as the ~~Tasman District Engineering Standards~~ Nelson Tasman Land Development Manual and the Long Term Council Community Plan.

Where Council network asset infrastructure is to be created or affected by new development, Council's Land Development Manual can ensure a standard of design and construction that is effective and efficient in meeting the needs of communities while at the same time ensuring sustainable environmental outcomes.

[Unchanged or irrelevant text omitted]

CHAPTER 11: LAND TRANSPORT EFFECTS

[Unchanged or irrelevant text omitted]

11.1 EFFECTS ON TRANSPORT SAFETY AND EFFICIENCY

[Unchanged or irrelevant text omitted]

11.1.2 Objective

A safe and efficient transport system, where any adverse effects of the subdivision, use or development of land on the transport system are avoided, remedied or mitigated.

11.1.3 Policies

11.1.3.1 To promote the location and form of built development, particularly in urban areas, that:

- (a) avoids, remedies or mitigates adverse effects of traffic generation;
- (b) provides direct and short travel routes by vehicle, cycling and pedestrian modes between living, working, service, and recreational areas;
- (c) avoids an increase in traffic safety risk;
- (d) allows opportunities for viable passenger transport services to be realised;
- (e) provides a clear and distinctive transition between the urban and rural environments;
- (f) segregates roads and land uses sensitive to effects of traffic.

11.1.3.2 To ensure that land uses generating significant traffic volume:

- (a) are located so that the traffic has access to classes of roads that are able to receive the increase in traffic volume without reducing safety or efficiency;
- (b) are designed so that traffic access and egress points avoid or mitigate adverse effects on the safety and efficiency of the road network.

11.1.3.3 To avoid, remedy or mitigate adverse effects of high traffic-generating land uses on the community cost of the road network resource of the District.

11.1.3.4 To avoid, remedy or mitigate adverse effects of traffic on amenity values.

11.1.3.5 To ensure that all subdivision design, including the position of site boundaries, has the ability to provide each allotment with vehicle access and a vehicle crossing sited to avoid adverse effects on the safety and efficiency of the road network.

11.1.3.6 To control the design, number, location and use of vehicle accesses to roads; including their proximity to intersections and any need for reversing to or from roads; so that the safety and efficiency of the road network is not adversely affected.

11.1.3.7 To ensure that adequate and efficient parking and loading spaces are provided, either on individual sites or collectively, to avoid or mitigate adverse effects on the safety and efficiency of the road network.

11.1.3.8 To avoid, remedy or mitigate adverse effects from the location, design and operation of intersections.

11.1.3.9 To ensure rural structures and vegetation do not cause or aggravate:

- (a) restricted visibility at road intersections; or

(b) icing on roads.

11.1.3.10 To avoid or mitigate likely adverse effects on the integrity of the road network arising from sea-level rise, climatic change and natural hazards.

11.1.3.11 To ensure that signs do not detract from traffic safety by causing confusion or distraction to or obstructing the views of motorists or pedestrians.

11.1.3.12 To facilitate a regional cycle trail.

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Op 1/15

11.1.20 Methods of Implementation

11.1.20.1 Regulatory

- (a) Rules and zones limiting the location of residential and rural-residential development to areas in close proximity to established town centres.
- (b) Rules limiting the location and traffic generation effects of rural work places.
- (c) Rules defining the form and density of urban subdivision and development.
- ~~(d) Rules that define the degree of connection between new residential sites and the major roads of the transport system, expressed in terms of time or distance travelled on local roads.~~
- (e) Rules that control the potential effects of activities on the environment, including their traffic generation and effects on the safety and efficiency of the roading network.
- ~~(f) Standards defining the threshold traffic generation levels for activities, beyond which the activity will have to meet additional standards or application procedures.~~
- (g) Rules limiting the location of certain activities which are not suitable adjoining major roads due to their sensitivity to traffic volumes.
- (h) Rules relating to the size, shape, location and size of lettering, illumination and message on signs.
- ~~(i) Rules controlling accesses, vehicle crossings, and intersections, including controls on location, design, width, number, reversing over crossings, and distances from intersections, having regard to the location and activities at the site, place in the road hierarchy of the relevant road, and visibility between the access or crossing and the road.~~
- (j) Rules regarding the number, size and design (surfacing) of car parking spaces, loading and manoeuvring areas to be provided for each activity, based on the traffic generation and duration of stay of vehicles associated with the site. Such rules to specify requirements for staff, visitors, goods deliveries, customers and residents.
- (k) Rules relating to queuing space on site for car parks containing more than 20 spaces.
- (l) Rules requiring bicycle parking facilities in car parking areas accommodating more than a specified number of car parks.
- (m) Rules regarding car parking requirements for people with disabilities.
- (n) Rules requiring the setback of structures and trees from the road boundary in rural areas to ensure that the carriageway can receive full sun between 10.00 am and 2.00 pm on the shortest day.
- (o) Standards of any Council Land Development Manual that address network layout and design, access, vehicle crossings, intersections and sight distances to ensure the safety, efficiency and effective functioning of the transportation network.

11.1.20.2 Investigations and Monitoring

- (a) Investigation of and support for layby kiosks for signs.
- (b) Monitoring of accident rates, causes and locations.

- (e) ~~Establish a register showing the existing state of roads in comparison with their status under Figure 18.10A, to be incorporated in Council's Road Asset Management Plan and kept up to date.~~
- (d) Establish the means to be used in assessing the road maintenance or repair impacts of activities subject to resource consents.
- (e) Develop, in consultation with road users, a procedure for determining fair and reasonable contributions for upgrading roads.

[Unchanged or irrelevant text omitted]

11.2 EFFECTS ON THE ENVIRONMENT

11.2.1 Issue

The adverse effects on the environment from the location, construction and operation of the land transport system.

11.2.2 Objective

The avoidance, remedying, or mitigation of adverse effects on the environment from the location, construction, and operation of the land transport system, including effects on:

- (a) the health and safety of people and communities;
- (b) the amenity of residential areas, workplaces and recreational opportunities;
- (c) air and water quality;
- (d) natural habitats and ecosystems;
- (e) landscapes and natural features;
- (f) aggregate and energy resources;
- (g) the productivity and use of land.

11.2.3 Policies

11.2.3.1 To ~~establish~~maintain a hierarchy of roads and to classify roads according to their traffic and access functions.

11.2.3.2 To regulate the effects of traffic generation and traffic speed on the safety and amenity of places of significant pedestrian activity.

11.2.3.3 To promote transport routes, and approaches and methods of design, construction, and operation which avoid, remedy, or mitigate adverse effects on:

- (a) the health and safety of people and communities; in particular, cyclists and pedestrians;
- (b) amenity values of neighbourhoods and areas of special character;
- (c) air and water quality;
- (d) natural habitats and ecosystems;
- (e) landscapes and natural features;
- (f) aggregate and energy resources;
- (g) the productivity of land.

- 11.2.3.4** To ensure that the road network provides continuous routes for the use of over-dimensioned and over-weight vehicles, located, constructed and maintained in a manner that avoids, remedies, or mitigates adverse effects on:
- (a) street furniture;
 - (b) road surfaces;
 - (c) under-road structures or services.
- 11.2.3.5** To protect future road alignments that ensure that roads can be connected where appropriate.
- 11.2.3.6** To promote choice between using roads, walkways or cycleways for walking or biking.

11.2.20 Methods of Implementation

11.2.20.1 Regulatory

- (a) Rules specifying performance standards for road construction, pavement construction, intersection spacing, and street lighting, including provisions that recognise areas of special character or amenity value such as St Arnaud.
- (b) Rules controlling the design of areas set aside for brief stopping on roads by a large number of vehicles, such as near schools.
- (c) Rules for financial contributions to improve the quality of the transport network, including cash-in-lieu of parking requirements, as an option in specified areas.
- (d) Rules which define those facilities required to provide for the loading and unloading of goods service vehicles.
- (e) Rules relating to joint use of parking areas, use of adjacent sites for parking, and recognition of different hours of operation of activities.
- (f) Identifying locations on the planning maps which may be required for possible future roads.
- (g) Rules for financial or other contributions for walkway or cycleway purposes, for transport or amenity reasons.
- (h) **Standards of any Council Land Development Manual that can ensure the design and construction of roads that are safe, effective and efficient.**

11.2.30 Principal Reasons and Explanation

The existence of the roading network creates adverse effects on adjacent land uses and the quality of living and other environments. Traffic emits fumes and noise, and can generate dust and other contaminants. Traffic is a potential hazard to people's safety. Reduced amenity in the vicinity of roads results from increased road size and traffic volumes and speeds. Demands for extension or upgrade to the network can put space needs for new road alignments in conflict with existing land uses or it may restrict future opportunities. Land resources such as open space, natural habitats or heritage features may be adversely affected by this space need. Aggregate and water are required for road building; space for roads may permanently remove the option for production or living space. Design of additions to the road network must consider the most efficient and safest way of providing route options for future traffic. In some instances the exact location of a future road alignment may not be known but developers need to be aware of locations where connectivity is required to sustain the network. The generation of traffic at certain locations may require consideration of reciprocal effects of the network and of land use activities.

Council's Land Development Manual sets out mandatory standards and good practice matters that can ensure the effective and efficient design and construction of the region's transportation network where that system will form part of or affect Council's transportation network.

CHAPTER 13: NATURAL HAZARDS

13.0 INTRODUCTION

Natural hazards have the potential to damage property, infrastructure and ecosystems, and threaten health and safety. Remedying the damage can cost individuals and the community heavily in financial terms and loss of enjoyment of life.

There is a relatively high level of risk from flooding, earthquake, slope instability and river and coastal erosion hazards in Tasman District. The District has experienced moderate to severe levels of seismic activity relative to other parts of New Zealand, including the severe 1929 Murchison earthquake. Earthquakes cause ground shaking, ground rupture or other deformation (including landslides), that may result in major environmental and infrastructural damage, as well as loss of life. Surface fault rupture may be a significant hazard in the St Arnaud area (Alpine Fault), the Richmond foothills (Waimea-Flaxmore Fault system), and the Murchison area (Buller Catchment Faults). While large earthquakes are very damaging, they are less regular in occurrence than slope instability, flooding and coastal erosion hazard in Tasman District. Slope instability is a general hazard affecting a wide area of the Tasman District, especially on slopes greater than 20 degrees, with soil or rock subject to shear failure. Particularly unstable rock types include the Separation Point Granites and Marsden Coal Measures along the Waimea Fault system.

C21 8/10
Op 1/15

Most of Tasman District experiences high rainfall intensities. The frequent, high intensity rainfall, combined with generally short, compact catchments, results in short warning times for areas subject to flooding. Flooding is a serious potential problem in valleys of the Aorere, Takaka, Motueka, Riwaka, Moutere, Wai-iti, Waimea, Wairoa and Buller catchments where several of the District's main settlements are located. Flooding causes damage to property and can threaten human safety.

Coastal processes include beach erosion, cliff and shoreline retreat, and inundation of low-lying areas. These processes are most active in Golden Bay and at Mapua/Ruby Bay. Expected global warming and associated sea-level rise could affect many low-lying parts of Tasman, causing inundation, a rise in groundwater levels, impeded drainage and saltwater intrusion into groundwater.

13.1 NATURAL HAZARDS

13.1.1 Issues

- 13.1.1.1 Natural hazards can compromise human well-being and safety and cause damage to habitat, amenity values, property and infrastructure.
- 13.1.1.2 Hazards can be aggravated by inappropriate land use management practices and activities.
- 13.1.1.3 Where limited information exists about some natural hazards which could or do affect the District, a precautionary approach is appropriate.

13.1.2 Objectives

- 13.1.2.1 Management of areas subject to natural hazard, particularly flooding, instability, coastal and river erosion, inundation and earthquake hazard, to ensure that development is avoided or mitigated, depending on the degree of risk.
- 13.1.2.2 Land development, including supporting network infrastructure asset services, is resilient against natural hazards.

13.1.3 Policies

[Unchanged or irrelevant text omitted]

13.1.3.16 To avoid new subdivision, use or development that would hinder the ability of natural systems and features (such as beaches, dunes, wetlands or barrier islands) to protect existing subdivision, use or development from natural hazards (such as erosion, inundation, storm surge, or sea level rise).

13.1.3.17 To mitigate natural hazard risks through the design and construction of network asset infrastructure.

13.1.3.18 To design and construct resilient network asset infrastructure.

13.1.20 Methods of Implementation

13.1.20.1 Regulatory

- | | | |
|-----|--|---------------------|
| (a) | Pattern of zoning which emphasises containment of development away from areas of natural hazards, for example, Coastal Risk Area at Mapua and Ruby Bay. | C22 2/11
Op 1/15 |
| (b) | Delineation of land at risk from ground rupture or deformation along active faultlines, actively eroding coastlines and areas prone to flooding and slope instability, on planning maps. | C21 8/10
Op 1/15 |
| (c) | Rules limiting activities, including subdivision, building and land disturbance, in or adjacent to natural hazard areas (such as stopbanks, eroding coastlines, river margins, steeplands and unstable geological formations). | |
| (d) | Rules requiring building setback from rivers, stopbanks, active faultlines and the coastline. | |
| (e) | Conditions on resource consents and building consents recognising where hazards may be present, for example, requiring minimum floor height, particular foundation types, or that buildings be relocatable. | |
| (f) | <u>Standards of Council's Land Development Manual that can ensure appropriate location for development, management of hazard-related development effects, and a more resilient design, materials and construction of network infrastructure.</u> | |

13.1.30 Principal Reasons and Explanation

[Unamended text omitted]

Council's Land Development Manual addresses risks associated with network infrastructure and natural hazards, through the design of more resilient networks, particularly the mitigation of stormwater effects where they may contribute to flood hazards.

[Unchanged or irrelevant text omitted]

CHAPTER 15: STRATEGIC INFRASTRUCTURE AND NETWORK UTILITIES

15.0 INTRODUCTION

The network utilities and strategic infrastructure within Tasman are physical resources of considerable importance. They support human settlements and enable people and communities to meet their social, economic, environmental and cultural needs. Some network utilities and other infrastructure are of national as well as regional importance.

Strategic infrastructure is infrastructure that serves a regional or national function. Infrastructure serving a local function may also have regional or national significance. Strategic infrastructure includes national high-voltage transmission lines, regional airports, regional waste facilities, ports, community dams and some hydro-electricity facilities, telecommunication facilities, roads, water and wastewater reticulation.

The ongoing provision for and protection of network utilities and strategic infrastructure is vital for the social, economic and environmental benefits that accrue nationally, regionally and locally.

There is a need to manage the potential for certain activities to disrupt, or risk disruption to, the safe and efficient operation of network utilities and strategic infrastructure. However, there is also a need to avoid, remedy or mitigate adverse effects on the environment and communities arising from the construction, operation and maintenance of network utilities and significant infrastructure. In many cases, alternative sites for infrastructure are not feasible due to geographic, climatic or economic constraints, or there are scarce resources (such as sites for water augmentation dams). Balancing the competing demands on resources with multiple values requires careful consideration.

In determining the appropriateness of any works, consideration must also be given to climate variability. In the Tasman region the climate is predicted to change so that there are longer periods of drought, warmer temperatures, sea level rise and greater frequency and intensity of storm events.

Construction, operation and maintenance of infrastructural assets may be managed through the Building Act, Public Works Act and the Resource Management Act by planning provisions, consents or designations. The high level of investment for the long-term function of infrastructure services, coupled with community demand for security of supply means that it is appropriate, in most cases, for strategic infrastructure to have long terms of consent.

Consents for activities necessary for development or operation of infrastructure, including on-going maintenance, continue to be required as applicable in the Plan, and decision-making will be guided by the policies in Chapter 15.

[Unchanged or irrelevant text omitted]

15.2.1 Issues

15.2.1.1 Adequacy and integration of the design, construction, maintenance, repair and replacement of network infrastructure assets associated with the development of land and use of resources.

15.2.2 Objectives

15.2.2.1 Efficient, effective and integrated provision of network infrastructure assets to meet environmental objectives and the needs of communities for their health and safety, amenity and social-cultural well-being.

15.2.3 Policies

15.2.3.1 To ensure that infrastructure is designed and constructed to avoid, remedy or mitigate the adverse effects of land development.

15.2.3.2 To require the design of network infrastructure to take into account the reasonably foreseeable needs of future communities and growth expectations.

15.2.3.3 To support an efficient network infrastructure design that includes the environmental costs and benefits over the whole life of the network infrastructure.

15.2.3.4 To support an integrated and multi-functional approach to the provision of infrastructure network services and efficient use of land.

15.2.3.5 To support efficient and effective network infrastructure design that provides for public health and safety, and community wellbeing.

15.2.20 Methods of Implementation

15.2.20.1 Regulatory

- (a) Rules relating to the standard of development within new subdivisions and land use activities that require effective, efficient and integrated design of network infrastructure services.
- (b) Mandatory standards of any Council Land Development Manual that specify the design and construction of network infrastructure services.

15.2.20.2 Education and advocacy

- (a) Best practice matters of any Council Land Development Manual that guide the design and construction of network infrastructure services.

[Unchanged or irrelevant text omitted]

CHAPTER 16: GENERAL RULES

[Unchanged or irrelevant text omitted]

16.2 TRANSPORT (ACCESS, PARKING AND TRAFFIC)

16.2.1 Scope of Section

This section deals with access, parking and traffic effects of land uses throughout the District. Information required with resource consent applications is stated in Chapter 19.

Proposed as at 1 November 2008

~~Note: While not forming part of this Plan, the Council also has Engineering Standards that are relevant to the design and construction of roads and rights of way.~~

C4 8/05

16.2.2 Land Use

C19 5/10
Op 8/12

16.2.2.1 Permitted Activities (Land Use – Vehicle Access Considerations)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

Access and Vehicle Crossings

- (a) The site of the activity is provided with an access and crossing, laid out and constructed in accordance with ~~the standards~~ matters listed in Figure 16.2A, ~~except that:~~
- (i) ~~for the parts of the land in CT 8B/1025, CT 8B/1026 and CT 11A/465 shown in the annotated area on the planning maps at Ruby Bay, a single access may provide for up to nine allotments with a minimum legal width of 7 metres reducing to 5 metres where access is for five or fewer allotments;~~
 - (ii) ~~this requirement does not apply in the Rural 1 or 2 zones to any part of an access extending:~~
 - (a) ~~more than 50 metres from the road boundary and serving a single site or a set of sites under single ownership and having a single occupier; or~~
 - (b) ~~beyond that part of the access that is common to more than one owner or occupier whether the access serves more than one site in separate ownership or a single site with multiple occupiers.~~

Figure 16.2A – Nelson Tasman Land Development Manual 2019 Access and Vehicle Crossing Standards

MATTER	NTLDM REFERENCE
<u>General</u>	<u>4.10.2.1 (a) – (e), 4.10.2.3 and 4.10.2.4 – 4.10.2.8</u>
<u>Higher speed environments</u>	<u>4.10.2.2</u>
<u>Grade and gradient design</u>	<u>4.10.3.2 – 4.10.3.4</u>
<u>Spacing</u>	<u>4.10.2.3 and 4.10.7</u>
<u>Tracking and turning</u>	<u>4.10.6</u>
<u>Sight distances</u>	<u>4.10.4</u>

- (iii) ~~in the Richmond West Development Area Mixed Business, Rural Industrial and Light Industrial zones (except in the Light Industrial Zone location at Beach Road as shown on the planning maps), that part of the on site access extending from the vehicle crossing to the parking area that is served by the access is formed and sealed to a standard the same as the carriageway surface standard.~~

C10 10/07
Op 3/14

Proposed as at 15 December 2018

Figure 16.2A: Standards for On-site Access and Vehicle Crossings

Zone	Capacity	Minimum Lane Width (metres)	Shoulders: No. x Width (m)	Min. Total Carriageway Width (m)	Foot-paths: No. x Width (m)	Services: No. x Width (m)	Min. Total Width (m)	Max. Length (m)	Maximum Gradient	Minimum Surface Requirement for Permitted Activities in Each Zone	Crossing Width at Property Boundary [⊕] (m)	Crossing: Extn of Road Carriageway Surface Std into On-Site Access [⊗] (m)
Residential, Papakainga; and lots of 5000m ² or less in Rural Residential	1 user [⊕]	3	1 x 0.5 kerb and channel	3			3.5	100	1:4 if concrete or asphalt less than 1:5 if unsealed	Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5	3.5–6	5 if road surface standard exceeds minimum access surface standard
	2–4 users	3.5 (plus 1.5 x 9 for passing bays at 25m intervals (urban) or 50m intervals (rural))	1 x 0.5 kerb and channel	3.5			4	100	1:5	2 coat chip seal	4–6	
	5–6 users	5	1 x 1.0 kerb and channel	5			6	100	1:6	2 coat chip seal	6	
Richmond Intensive Development Area	1 user	3	1 x 0.5 kerb and channel	3			3.5	100	1:4 if concrete or asphalt less than 1:5 if unsealed	Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5	3.5–6	5 if road surface standard exceeds minimum access surface standard
	2–4 users	3.5	1 x 0.5 kerb and channel	3.5			4	100	1:5	2 coat chip seal	4–6	
	5–6 users	3.5 (plus 1.5 x 9 for passing bays at 50m intervals with the first bay being at the start of the right of way)	1 x 1.0 kerb and channel	3.5			4.5	100	1:6	2 coat chip seal	6	
Rural 1 & 2	1 user	3.5 (plus 1.5 x 9 for passing bays at 50m intervals)		3.5		2 x 1.0 side drains	5.5	200	1:4 if concrete or asphalt less than 1:5 if unsealed	Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5	5.5–8	10
	2–6 users	4.5 (plus 0.5 x 9 for passing bays at 50m intervals)	2 x 500 mm metallised	5.5		2 x 1.0 side drains	6.5 [⊕]	200	1:5 if sealed 1:6 if unsealed	Sealed if gradient is greater than 1:6. Compacted base course if gradient is 1:6 or less.	6.5–9	10
Rural 3 and lots greater than 5000m ² in Rural Residential	1 user	3.5 (plus 1.5 x 9 for passing bays at 50m intervals)		3.5		2 x 1.0 side drains	5.5	300	1:4 if concrete or asphalt less than 1:5 if unsealed	Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5	5.5–8	5
	2–6 users	4.5 (plus 0.5 x 9 for passing bays at 50m intervals)	2 x 500 mm metallised	5.5		2 x 1.0 side drains	6.5 [⊕]	300	1:5 if sealed 1:6 if unsealed	Sealed. Compacted base course if gradient is 1:6 or less.	6.5–9	5

C66-10/17
Op 12/18

Zone	Capacity	Minimum Lane Width (metres)	Shoulders: No. x Width (m)	Min. Total Carriageway Width (m)	Foot-paths: No. x Width (m)	Services: No. x Width (m)	Min. Total Width (m)	Max. Length (m)	Maximum Gradient	Minimum Surface Requirement for Permitted Activities in Each Zone	Crossing Width at Property Boundary [Ⓐ] (m)	Crossing: Extn of Road Carriageway Surface Std into On-Site Access [Ⓑ] (m)
Industrial and Rural Industrial	< 50 hevpd [Ⓒ] < 1000 vpd	2 x 3	1 x 2.5	8.5	1 x 1.4	0.6	10.5	200	1:8	2 coat chip seal	6—9	10
Central Business, Commercial, Tourist Services	1—6 users	4.5 (plus 0.5 x 9 for passing bays at 25m intervals)	Kerb and channel 0.5	4.5		1 x 1.5	6	100	1:8	2 coat chip seal	6—9	5
Richmond West Development Area —Light Industrial [Ⓓ]	≤ 50 hevpd and/or ≤ 1000 vpd & ≤ 10,000m ² GFA and outdoor display and retail sales	2 x 3	Kerb and channel	6	1.5	Nil	7.5	100	1:8	Asphalt	6—8	10
Richmond West Development Area —Mixed Business	≤ 10 hevpd and/or ≤ 500 vpd & ≤ 1000m ² GFA and outdoor display and retail sales	4.5	Kerb and channel	2 x 2.25	1.4	Nil	6	100	1:8	Asphalt	5—8	5
	≤ 50 hevpd and/or ≤ 1000 vpd & > 1000m ² & ≤ 10000m ² GFA & outdoor display and retail sales	5	Kerb and channel	2 x 2.25	1.4	Nil	6.5	100	1:8	Asphalt	5—8	5
Footnotes [Ⓐ] — Except that a continuous crossing is permitted around the head of any cul-de-sac. [Ⓑ] — Except if the road surface standard is less than minimum access surface standard, when no on-site extension is allowed. [Ⓒ] — “User” means any discrete household or business unit”. (“Means a single owned or tenanted business) [Ⓓ] — To be extended where parking is provided in accordance with rule 16.2.2(k). [Ⓔ] — Heavy commercial vehicles per day. [Ⓕ] — The requirements for the Richmond West Development Area Light Industrial Zone do not apply in the Light Industrial Zone location at Beach Road.												

C10-10/07 Op 3/14
 C10-10/07 Op 3/14
 C10-10/07 Op 3/14
 C10-10/07 Op 3/14

~~(b) In the Tourist Services Zone at Salisbury Road, Richmond, any activity (other than a caretaker's or manager's dwelling which may have access to Arbor Lea Avenue) does not have access from Lot 2 DP 18824 (123 Salisbury Road, Richmond) to Arbor Lea Avenue shown in the annotated area on the planning maps.~~

(b) Visibility from the access and crossing complies with 4.10.4.1 and 4.10.4.2 of the Nelson Tasman Land Development Manual 2019.

~~(c) In the Tourist Services Zone at Salisbury Road, Richmond (as shown in the annotated area on the planning maps), access is limited to Salisbury Road by way of a joint access to Lot 2 DP 18824 (123 Salisbury Road, occupied by the Baptist Church) and Lot 3 DP 18824 (141 Salisbury Road, occupied by the Aquatic Centre) in accordance with condition 16.2.2.1(s).~~

(c) The design of the access and crossing complies with:

EITHER:

(i) Standard 4.10.5.1 of the Nelson Tasman Land Development Manual 2019, and the following conditions:

- (a) is located in the Residential, Papakainga, Rural Residential, Rural 3, Rural 1 or Rural 2 zone;
- (b) gains access from a residential lane, local road or sub-collector road;
- (c) does not cross a cycle path that is less than 3 metres from the property boundary; and
- (d) is not a commercial activity,

OR

(ii) Figure 4-11 of the Nelson Tasman Land Development Manual 2019.

(d) There is no direct access onto the Richmond Deviation (SH6).

~~(e) Where a site has frontage to more than one road, site access is obtained from the road ranked lower in the road hierarchy with the exception of sites fronting Lower Queen Street Retail Frontage in the Mixed Business Zone. (Refer to Schedule 17.2A in respect of provisions relating to access points within the Three Brothers Corner Commercial Zone.)~~

**C10/10/07
Op 3/14**

**C49/4/13
Op 8/14**

(e) The site of the activity is in the Open Space, Recreation or Conservation zone, and the access and crossing complies with the following:

- (i) The set of standards in Table 4-11 of the Nelson Tasman Land Development Manual 2019 that are applicable to the zone adjoining or surrounding the Open Space, Recreation or Conservation Zone site; and
- (ii) Where more than one other zone adjoins or surrounds the site, the applicable standards are the set with the widest crossing.

[Unchanged or irrelevant text omitted]

Vehicle Crossings

Proposed as at 1 November 2008

~~(i) Every access is provided with a vehicle crossing that complies with the requirements of this rule and Figure 16.2A.~~

C48/05

Proposed as at 8 March 2014

~~(j) A vehicle crossing must include:~~

- ~~(i) a formed surface between the carriageway of the road and the road boundary of the site to the same standard as the carriageway surface; and~~
- ~~(ii) an extension into the on-site access in accordance with Figure 16.2A.~~

C48/05

**C10/10/07
Op 3/14**

~~(k) Except in the Richmond West Development Area, a vehicle crossing and, to the extent necessary, the access it joins, contains an area that is more or less level, extending from the edge of the road carriageway for a distance of:~~

~~C10-10/07
Op 3/14~~

~~(i) 6 metres for a crossing carrying only light vehicles; or~~

~~(ii) 20 metres for a crossing carrying other vehicles.~~

~~For the purposes of this condition, a light vehicle is one that weighs up to 3500 kg gross laden weight.~~

Proposed as at 1 November 2008

C4-8/05

~~(l) On a road with a speed limit greater than 50 kilometres per hour, no part of any vehicle crossing is located within 20 metres of an intersection measured from the boundary tangent points if they were extended.~~

~~(m) On a road with a speed limit of 50 kilometres per hour or less, any vehicle crossing abuts the site boundary furthest from the intersection for any site within 20 metres of an intersection; provided that for a corner site, the crossing abuts the site boundary furthest from the intersection on the road ranked lower in the road hierarchy if one of the roads is an arterial road or distributor road. In both cases, measurement is from the boundary tangent points if they were extended, and no vehicle crossing is closer than 12 metres to an intersection.~~

~~(n) Where a site fronts a road with a speed limit greater than 50 kilometres per hour and that frontage is within 80 metres of an intersection, the vehicle crossing to the site is located within 12 metres of the site boundary that is furthest from the intersection measured from the boundary tangent points if they were extended, except that if a site has frontage to more than one road, the vehicle crossing is located on the road ranked lower in the road hierarchy.~~

~~(o) Where a site fronts a road with a speed limit greater than 50 kilometres per hour and that frontage is greater than 80 metres, the vehicle crossing to the site is located at least 68 metres from an intersection measured from the boundary tangent points if they were extended.~~

~~(p) Not more than one crossing is provided per site, except in the following situations:~~

~~(i) To facilitate on-site turning and a one-way traffic flow through a site fronting a road with a speed limit of 50 kilometres per hour or less, provided there is at least 7.5 metres between accesses on the same road frontage, and one access is marked "in" and the other "out".~~

~~(ii) At a service station provided there is a minimum of 12 metres between crossings. A service station may also have one other crossing to another road frontage provided that no service station vehicle crossing is closer than 12 metres to an intersection, measured from the boundary tangent points if they were extended.~~

~~(iii) For any site fronting a non-arterial road with a speed limit greater than 50 kilometres per hour, where crossings for that site are either not more than 25 metres apart or not less than 200 metres apart.~~

~~(iv) Clause (i) of this condition does not apply to sites in the Residential Zone.~~

~~(q) In Residential, Central Business, Commercial, Mixed Business, Tourist Services, Light Industrial and Heavy Industrial zones, where a site has two or more vehicle crossings and any one or more of the vehicle crossings lies within 80 metres of an intersection (measured from the boundary tangent points if they were extended), the crossing closest to the intersection is used as an exit only. (Refer to Schedule 17.2A in respect of provisions relating to access points within the Three Brothers Corner Commercial Zone.)~~

~~C10-10/07
Op 3/14~~

~~C49-4/13
Op 8/14~~

~~(r) Where a crossing is on an arterial or distributor road:~~

- (i) ~~The vehicle crossing is designed so that vehicles can turn left to or from the site without crossing the centreline of the road carriageway. This is to be assessed using the tracking curves contained in Schedule 16.2A for the largest type of vehicle likely to be using the crossing on a regular, frequent or predictable basis.~~
- (ii) ~~Where the legal speed limit is 50 kilometres per hour or less, the design of the crossing must be such that:~~
 - (a) ~~the access meets the property boundary at an angle between 75 and 105 degrees; and~~

C4 8/05

Proposed as at 1 November 2008
~~[(a)(ii)(b) Proposed]~~ (b) ~~the vehicle crossing intersects the carriageway at an angle of 90 degrees.~~

- (iii) ~~Where the legal speed limit is over 50 kilometres per hour, the crossing must comply with Schedule 16.2C as follows:~~
 - (a) ~~for a crossing serving up to six dwellings (whether or not on the same site): Diagram 1;~~
 - (b) ~~for a crossing serving more than six dwellings, or a rural activity (including sales from a rural property): Diagram 2;~~
 - (c) ~~for a crossing serving a commercial or industrial activity: Diagram 3.~~

- (s) ~~A crossing may be shared between sites if Council is provided with evidence of a legal instrument that ensures that that site access arrangement will continue in perpetuity.~~
- (t) ~~Any vehicle crossing is located and constructed to provide a sight distance between any vehicle crossing and traffic on the road of not less than the minimum specified in Figure 16.2B, measured in accordance with the diagram in Schedule 16.2E.~~

- (u) Where a vehicle crossing from an arterial or distributor road gives access to a car parking area containing more than 20 spaces, a queuing area at least 15 metres long is provided for vehicles entering the site. The queuing area length is measured from the road boundary of the site to the first point at which a vehicle can turn into a parking space or aisle.

C10 10/07
Op 3/14

Proposed as at 1 November 2008 <i>[Condition (x) Proposed deleted]</i>				C4 8/05
Figure 16.2B: Minimum Sight Distances		<i>[Figure 16.2C Proposed]</i>		
Operating Speed [⊕]		Regulatory Speed Limit		
MINIMUM SIGHT DISTANCES FROM VEHICLE CROSSING (M)		Residential Access	All 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	
Footnotes: ⊕ — Operating Speed = 85th percentile vehicle speed on frontage road. This can be taken as the speed limit plus 15% if survey data is not available. ⊗ — Approach Sight Distance, Reaction Time 2.0s ⊕ — Approach Sight Distance, Reaction Time 2.5s ⊕ — Safe Intersection Sight Distance, Reaction Time 1.5s ⊕ — Safe Intersection Sight Distance, Reaction Time 2.0s				
Source: <i>Austrroads Guide to Traffic Engineering Practice: Intersections at Grade.</i>				

On-site Turning

- (v) On-site manoeuvring space is provided on any site for the largest class of vehicle likely to need access to the site on a regular, frequent or predictable basis, so that a vehicle does not need to reverse to or from any road; except that this requirement does not apply to a site containing only a single dwelling that has access from a collector, access road or access place.

~~Schedule 16.2A contains tracking curves for different classes of vehicles, as an aid to site planning.~~

[Unchanged or irrelevant text omitted (rule 16.2.2.2)]

16.2.2.3 Permitted Activities (Land Use – Provision for Parking and Loading)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

[Unchanged or irrelevant text omitted]

- (d) Condition (b) above does not apply to the activities permitted by rule 17.12.2.1 for the Golden Edge Rural Industrial Zone where:
- (i) all vehicle parking is to be off road and contained within Lot 1 DP 18146 and Lots 1, 2 and 4 DP 18918 (Lower Queen Street, Richmond) as shown in the annotated area on the planning maps and subject to condition (b) of this rule; and
- (ii) not less than one parking space per 1.5 persons at work, plus seven parking spaces for visitors to the site, are provided.

Figure 16.2C: On-site Parking Requirements

ACTIVITY	MINIMUM ON-SITE PARKING REQUIREMENT
Industry	1 space per 50 m ² GFA.
Motor servicing premises	4 spaces per repair or service bay.
<u>Warehouse (except storage ancillary to any retail sales or supermarket)</u>	<u>1 space per 100 m² GFA.</u>
Retail sales	1 space per 35 m ² GFA and 1 space per 35 m ² for outdoor retail and display areas.
Supermarkets	1 space per 20 m ² GFA.
Service station	1 space per 45 m ² GFA of shop, plus 4 spaces per repair bay. 1 space per air hose and 3 queuing spaces per car wash.
Tavern	1 space per 3 persons' design capacity.
Restaurant/Café	1 space per 30 m ² GFA, plus 1 space per 4 persons' design capacity for any outdoor eating area.
Office	1 space per 35 m ² GFA.
<u>Visitor accommodation</u>	<u>Where accommodation is let per unit, for example motel units or hotel rooms: 1 space per unit;</u> <u>Where accommodation is let per bed, for example hostels or backpackers: 1 space per 2 bed-spaces;</u> <u>Plus, in both cases: 1 space per 2 employees;</u> <u>And 1 coach park per 30 beds.</u> <u>A coach park may occupy car parks, provided that the required number of car parks remains accessible for accommodation not occupied by coach passengers.</u>
Dwelling	2 spaces per unit, except that in: (a) Motueka and Mapua Compact Density Development Areas it is 1 space per unit; (b) the Richmond Intensive Development Area it is

C10 10/07
Op 3/14

C22 2/11 &
C43 4/13
Op 1/15
C66 10/17
Op 12/18

ACTIVITY	MINIMUM ON-SITE PARKING REQUIREMENT
	1 space per unit and 1 additional visitor space for every 3 units.
Hospital and elderly persons' home	1 space per 5 beds or per dwelling (whichever is the greater), plus 1 space per staff (calculated from the staff numbers on the largest shift).
Educational facility	1 space per employee.
Funeral home	1 space per employee, plus 1 space per 4 visitors the facility is designed to accommodate.
Health care facility	2 spaces per professional, plus 1 space per 2 support staff.
Day care facility except Richmond West Development Area	1 space per employee
Day care facility in Richmond West Development Area	1 space per 30m ² GFA and 1 drop-off car space per 7 dependent persons including children
Home occupation (with clients)	2 spaces in addition to dwelling requirements. For visitor accommodation, 1 landscaped space per 2 bed spaces.
<u>Rural selling place</u>	<u>3 spaces per 25m² GFA and outdoor display area.</u>
Sports ground and playing field	25 spaces per hectare.
Court sports	4 spaces per court.
Golf course	2 spaces per hole, or 1 space per 4 persons' design capacity of any clubhouse, whichever is the greater; plus parking for any shop at the rate for retail activities.
Place of assembly (including stadium, gymnasium)	1 space per 4 persons' design capacity.
Drive-through facility	5 queuing spaces.
Notes:	
(1)	GFA means Gross Floor Area except that, where a building contains internal parking, the internal parking area (parking spaces and access aisles), is excluded from the gross floor area of the building for the purpose of calculating parking requirements.
(2)	The total parking requirement for any development is the sum of the requirements for each activity forming part of the development.
(3)	Where the parking calculation results in a fractional space, fractions under 0.5 are discounted and fractions of 0.5 or more are counted as a whole space.

C10 10/07
Op 3/14

Size of Parking Spaces

- (e) Any required parking space and associated manoeuvring area (other than for residential activities) is designed to accommodate a 90 percentile design motor car, laid out in accordance with Figure 16.2D and standard 4.10.6 of the Nelson Tasman Land Development Manual 2019.
- (f) Any residential car park is 5 metres by 3 metres, but where two car parks are side-by-side, the combined area may be 5 metres by 5 metres.

[Unchanged or irrelevant text omitted]

Parking for People with Disabilities

- (k) A carparking area must include space for people with disabilities at the rate of:
- (i) one space for up to 10 total spaces provided;
 - (ii) two spaces for up to 100 total spaces provided; plus
 - (iii) one additional space for every additional 50 spaces.
- The dimensions of spaces for disabled people are detailed in Figure 16.2D.

- (l) Car parking for people with disabilities is located as close as practicable to the activity or building entrance. Each space should be on a level surface and be clearly signed.

Surface of Parking Areas

- (m) The surface of any parking area in the Residential, Central Business, Commercial, Mixed Business, Tourist Services, Light Industrial and Heavy Industrial zones, and for allotments of 5000 square metres or less in the Papakainga and Rural Residential zones, is formed and sealed, and spaces marked on the ground, except that:
- (i) sealing is not required for parking areas for residential development if no more than two spaces are required for that development; and
- (ii) marking of spaces is not required for residential development other than compact and comprehensive residential developments where there are more than two units.

C10 10/07
Op 3/14C22 2/11
Op 1/15

- (n) The surface of any parking area for any permitted activity in the Rural 1, 2 and 3 zones, and for allotments of more than 5000 square metres in the Papakainga and Rural Residential zones, is formed to a surface standard that is not less than that required for the on-site access for the site, and is sealed and spaces marked out if the number of car parks required for the activity exceeds four.

[Unchanged or irrelevant text omitted]

- (q) Stormwater in the Richmond West Development Area, Mapua Commercial Zone and Mapua public car parks from:
- (i) any parking and manoeuvring area greater than 200 square metres; and
- (ii) any loading area where any substance loaded or unloaded has the potential to contaminate the stormwater drainage network;
- is collected and conveyed through a stormwater interceptor treatment device so that any sediment, hydrocarbon or floating debris that may be present in the stormwater is able to be substantially retained by such a device before there is any discharge to the Council-maintained stormwater drainage network.

C10 10/07
Op 3/14C22 2/11
Op 1/15

Note: Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems are provided in the current Council Engineering Standards and Policies, Nelson Tasman Land Development Manual.

[Unchanged or irrelevant text omitted (including rule 16.2.2.4)]

16.2.2.5 Controlled Activities (Land Use – Transport Depots)

C19 5/10
Op 8/12

Any public transport depot is a controlled activity, if it complies with the following conditions:

- (a) The activity is not on a site in or adjoining a Residential Zone

[Unchanged or irrelevant text omitted]

16.2.2.6 Restricted Discretionary Activities (Land Use - General)

C19 5/10
Op 8/12

Any land use that does not comply with the conditions of rules 16.2.2.1 to 16.2.2.5 is a restricted discretionary activity.

A resource consent is required. Consent may be refused, or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

Access and Vehicle Crossings

- (1) The location and design of on-site access and vehicle crossings, including dimensions, gradient, surface standard and any effect on the safety and efficiency of traffic on the adjoining road.
- (2) The need to secure registered easements for the use of an access off the site of the activity.
- (3) The adverse effects of an over-length access.
- (4) The adverse effects of an access for more than six users.
- (5) Any mandatory and good practice matters of chapter 4.10 (access, etc) and 4.12 (parking) of the Nelson Tasman Land Development Manual 2019.

Parking Areas

- (6) The effects of the trip generation and demand for and supply of parking.
- (7) The securing of rights to use any parking off the site of the activity.
- (8) Special parking needs, such as for people with disabilities, and for cyclists.
- (9) Surface standard for parking areas.
- (10) Any adverse effects from the scale or form of a parking area.

Roads

- (11) The appropriateness and cost-effectiveness of the formation of any unformed legal road.
- (12) The location and design of any new road formation, including visibility between any intersection or property access and traffic on the road.
- (13) Determining the road hierarchy class of any new road or newly formed road, or any required upgrading of an existing road.
- (14) The need for and extent of any contributions towards the formation of any unformed legal road.
- (15) The location and design of road formation, including driving visibility and any need for improvements at intersections.

Traffic Effects

- (16) The effects of the design of the road and its traffic flows and types on the adjoining activity.
- (17) The effects of traffic to, from, and within the site on safety and amenity (including dust and noise) for occupants or users of the site and adjoining properties.
- (18) The potential effect of the activity on the safety and efficiency of the road network.
- (19) The effects of trip generation.
- (20) Traffic effects beyond the site, including effects on carriageway width, alignment and intersections.
- (21) The ability of the site to accommodate parking, loading, manoeuvring and access requirements.

(22) Effects of traffic on the pleasantness and vitality of commercial centres and on the environment in terms of noise, generation of fumes and the safety and efficiency of the road network.

Stormwater

(23) The location and design of any road, crossing, access or parking area, and associated structures, to manage stormwater quality.

Duration

(24) The duration of the consent (Section 123 of the Act).

Review

(25) The purpose and timing of any review of conditions of consent (Section 128 of the Act).

(26) Financial contributions, bonds and covenants in respect of the performance of conditions, and administrative charges (Section 108).

16.2.20 Principal Reasons for Rules

[16.2.7 Proposed]

Dust-free Vehicular Access

The rule will avoid conflict between users of land either side of an unsealed access where dust effects are an issue. Traffic on unsealed roads can cause dust nuisance for residents and activities alongside roads. In most instances the severity of the dust effect is related to the numbers using the road. However, in the case of dust sensitive crops grown adjacent to unsealed roads, damage may be caused at low levels of vehicle activity.

Proposed as at 1 November 2008

Location of Vehicle Crossings in Relation to Intersections

C4 8/05

~~The rules ensure that a vehicle crossing is not located too close to an intersection in order to reduce traffic conflict and to allow safe movement through the access at the normal operating speed of the road. If accesses are located too close to intersections, traffic conflicts can also occur as a result of interference with vehicle queuing and turning.~~

Number of Vehicle Crossings

~~The restriction on the number of vehicle crossings aims to minimise the number of potential traffic conflict points while still providing for access to developments.~~

Width of Vehicle Crossings

~~The minimum width of a crossing ensures that vehicles using the crossing can do so without the need to cross the centre line when turning onto the crossing. Maximum widths are necessary to ensure that vehicles cannot cross the footpath at excessive speeds and endanger pedestrians.~~

Visibility between Vehicle Crossings and the Road

~~This rule ensures that traffic turning into or out of accesses has adequate visibility. Well-controlled accesses ensure that the health and safety of users of the system are protected, and the costs of accidents are minimised.~~

Surface of Vehicle Crossings

~~To reduce adverse effects, such as dust, noise, and traffic hazard, the rules ensure that surfaces of all vehicle crossings are provided with a permanent waterproof surface in the Residential, Central Business, Commercial, Tourist Services, Light Industrial and Heavy Industrial zones.~~

Reversing Across Vehicle Crossings

~~On-site turning and circulation is required in certain circumstances to minimise reversing across vehicle crossings. The principal reason is to avoid, or reduce, the traffic hazard which results.~~

Access and Vehicle Crossings

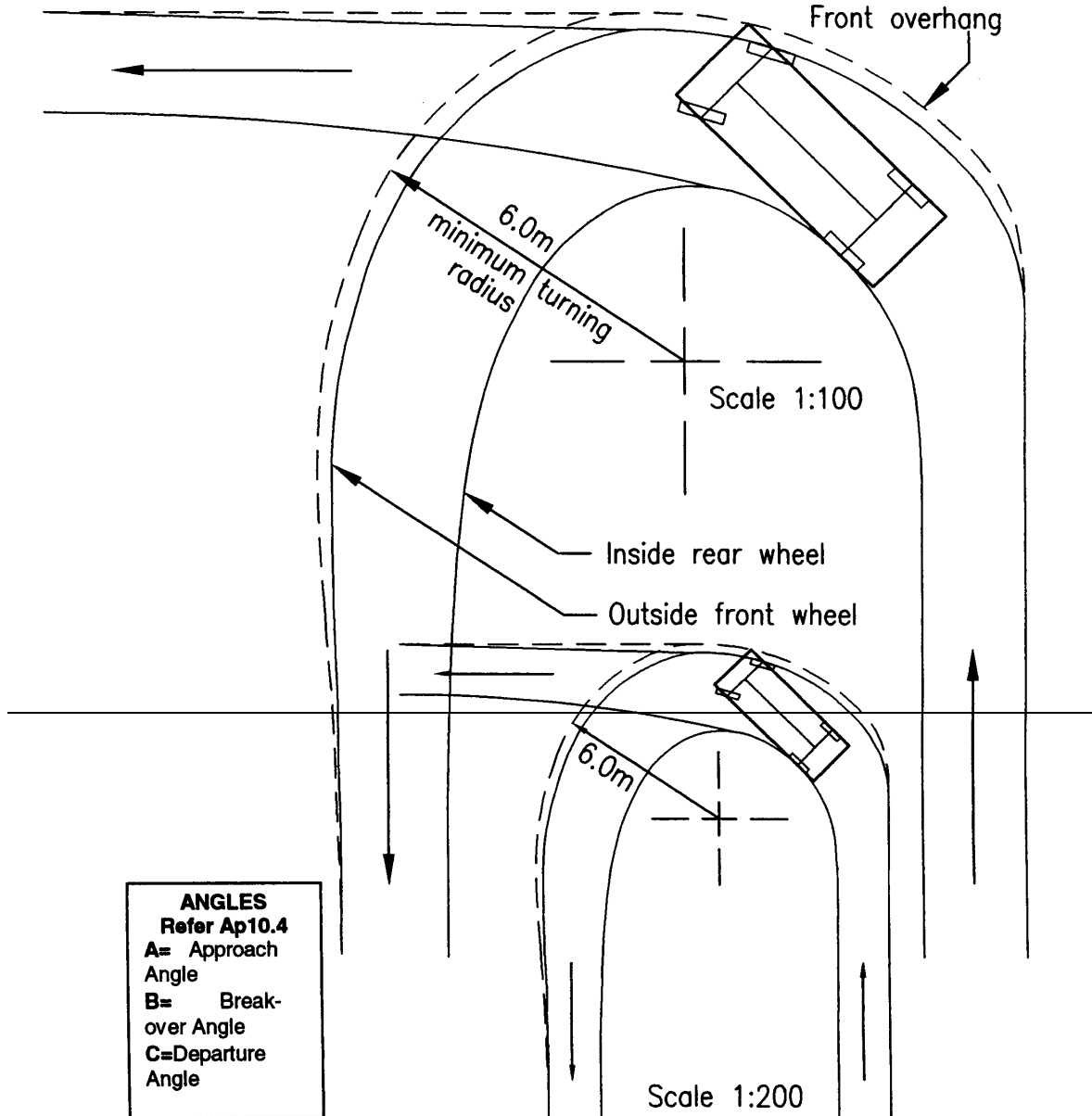
Any Council Land Development Manual 2019 provides mandatory and good practice matters, for the design and construction of vehicle crossings and access points from private property to the transportation network. The implementation of these matters can ensure that safety, effectiveness and efficiency objectives and policies of the Plan can be met.

[Unchanged or irrelevant text omitted]

SCHEDULES

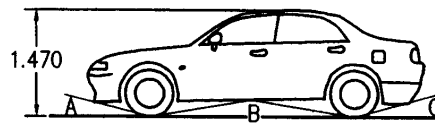
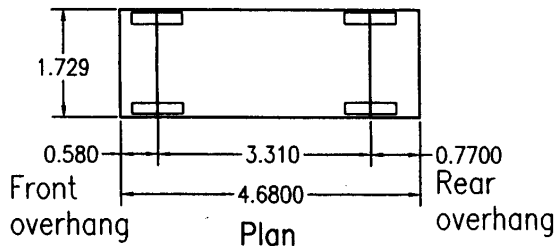
Schedule 16.2A: Vehicle Tracking Curves

Diagram proposed to delete



ANGLES
Refer Ap10.4
A= Approach Angle
B= Break-over Angle
C=Departure Angle

Angles A=17° B=166° C=16°



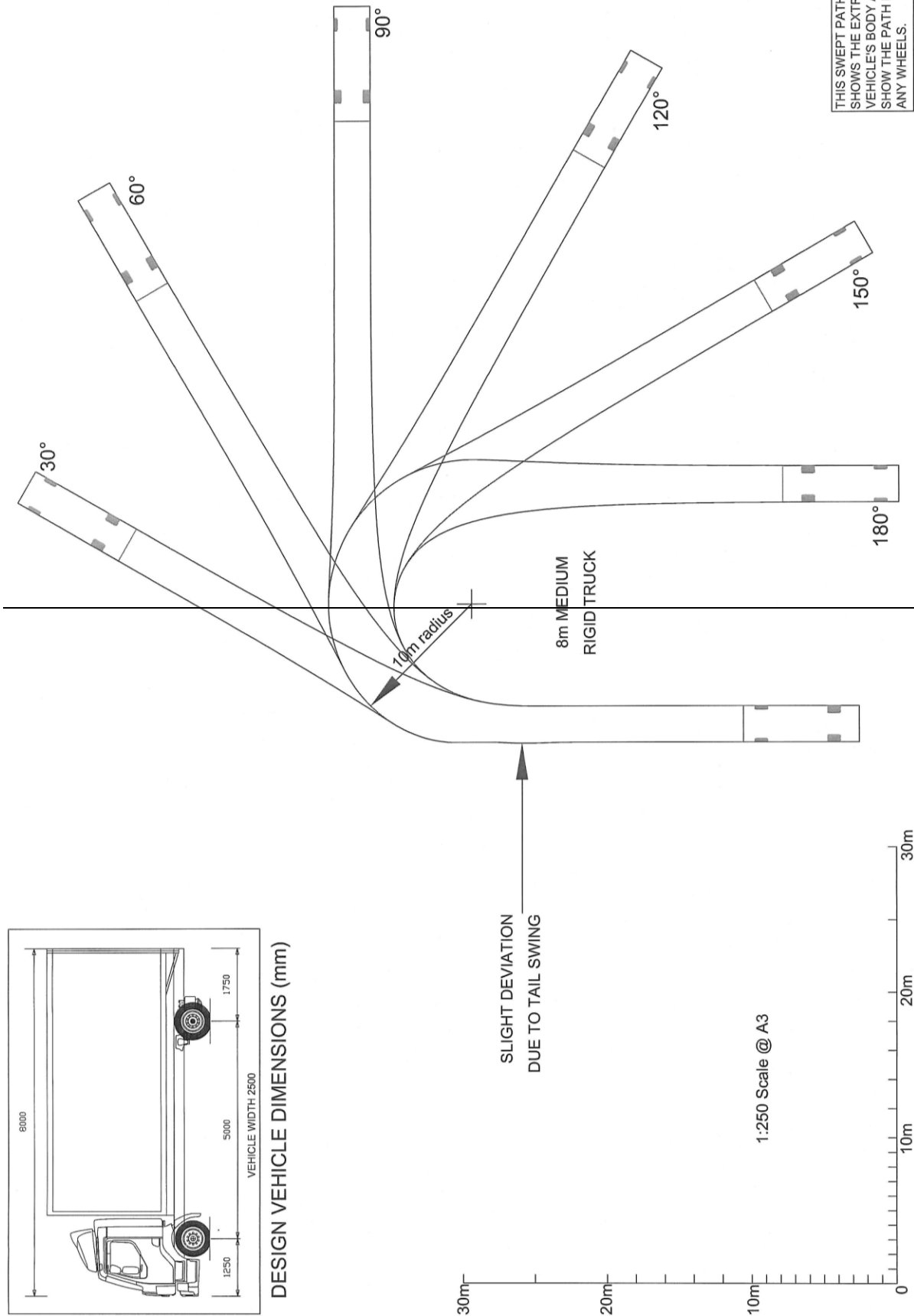
Elevation
(Not to scale)

Dimensions of 90 percentile car*
(closely similar in length to a
1992 Mazda 626 Sedan)

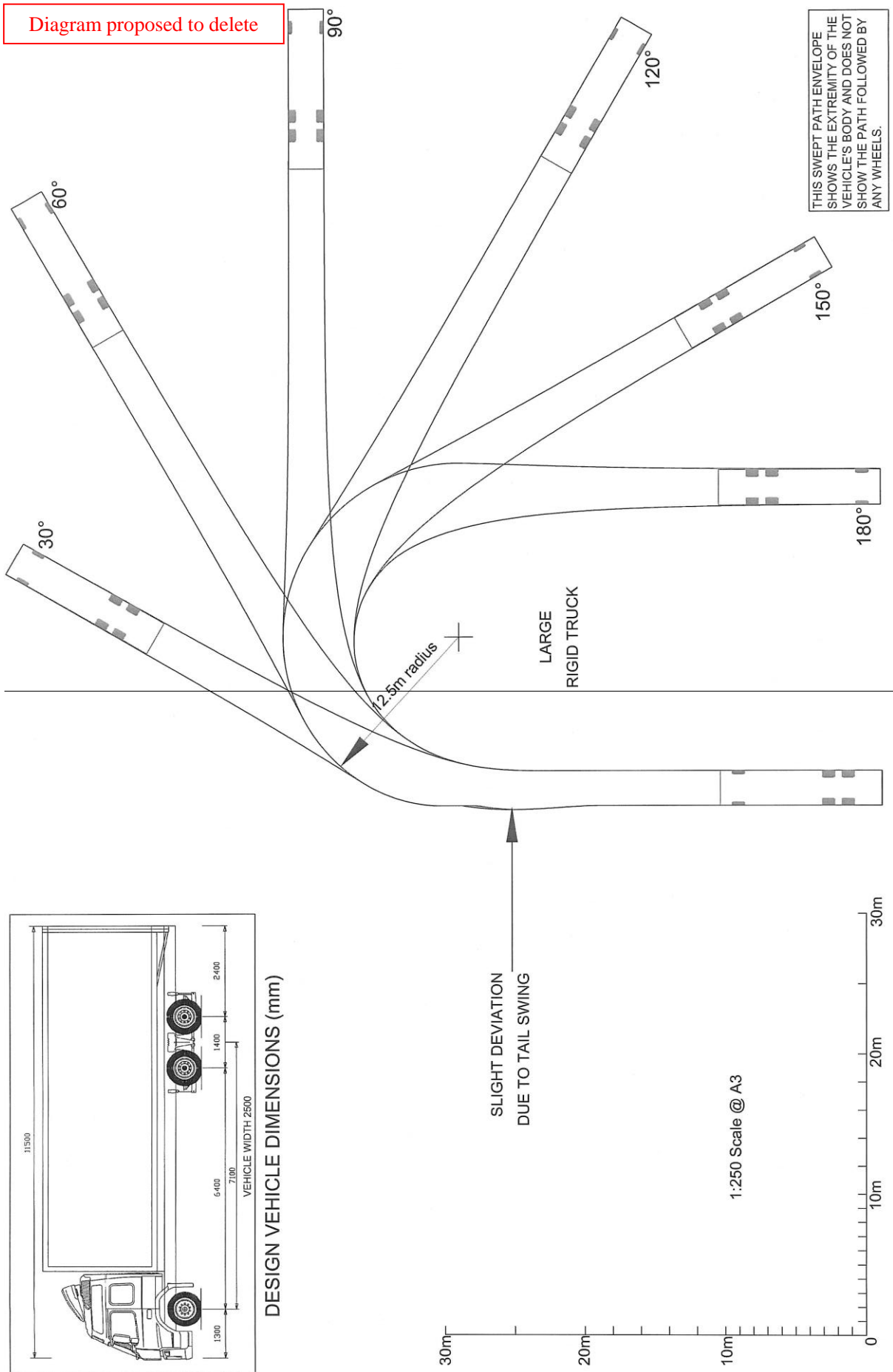
* 90% of all light vehicles on NZ roads
as at 1993 are of lesser size than this
vehicle and can turn within this curve

Diagram proposed to delete

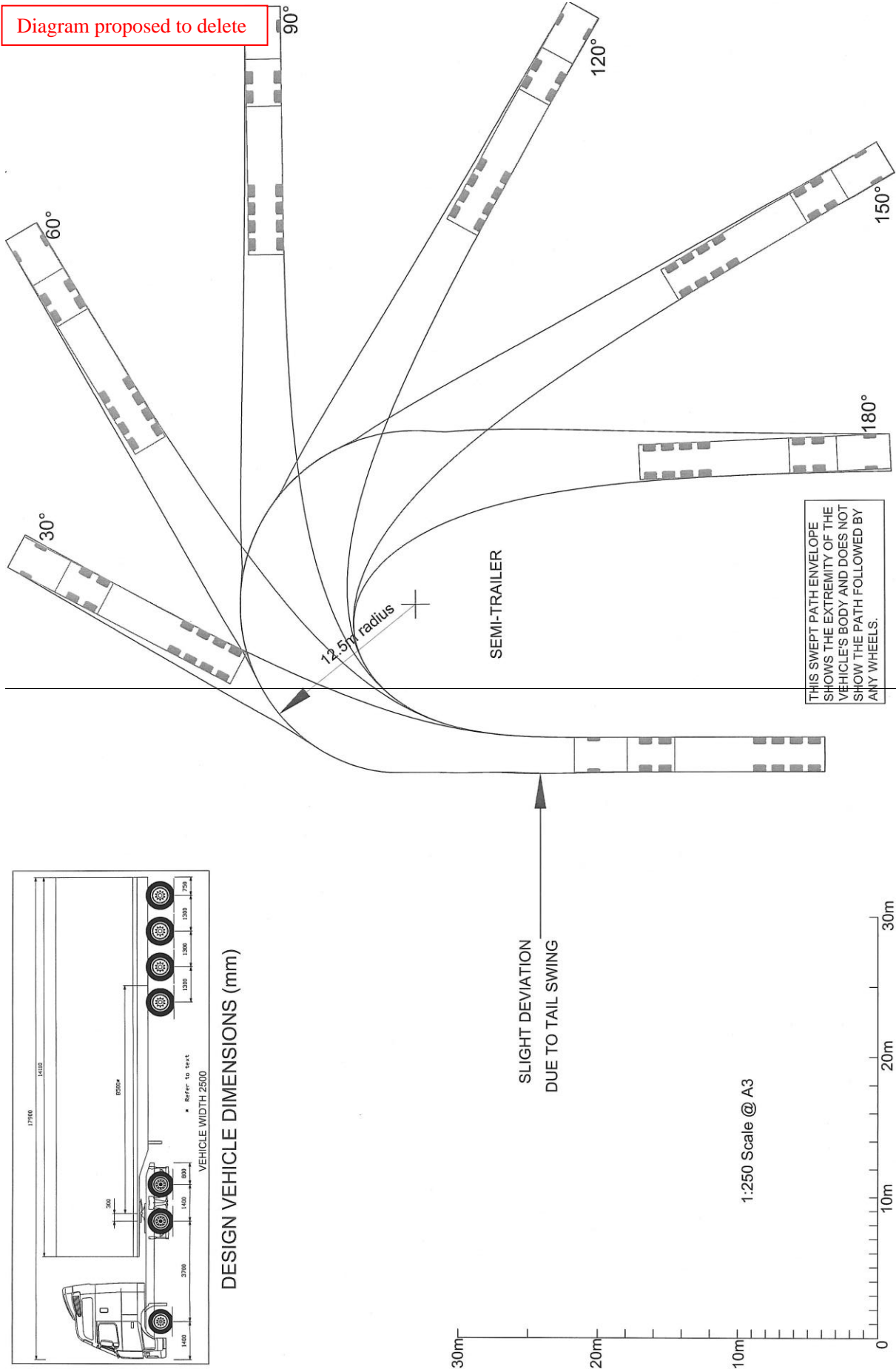
THIS SWEEP PATH ENVELOPE
SHOWS THE EXTREMITY OF THE
VEHICLE'S BODY AND DOES NOT
SHOW THE PATH FOLLOWED BY
ANY WHEELS.



On-Road Tracking Curve for 8m Medium Rigid Truck with Turning Radius of 12.5 metres

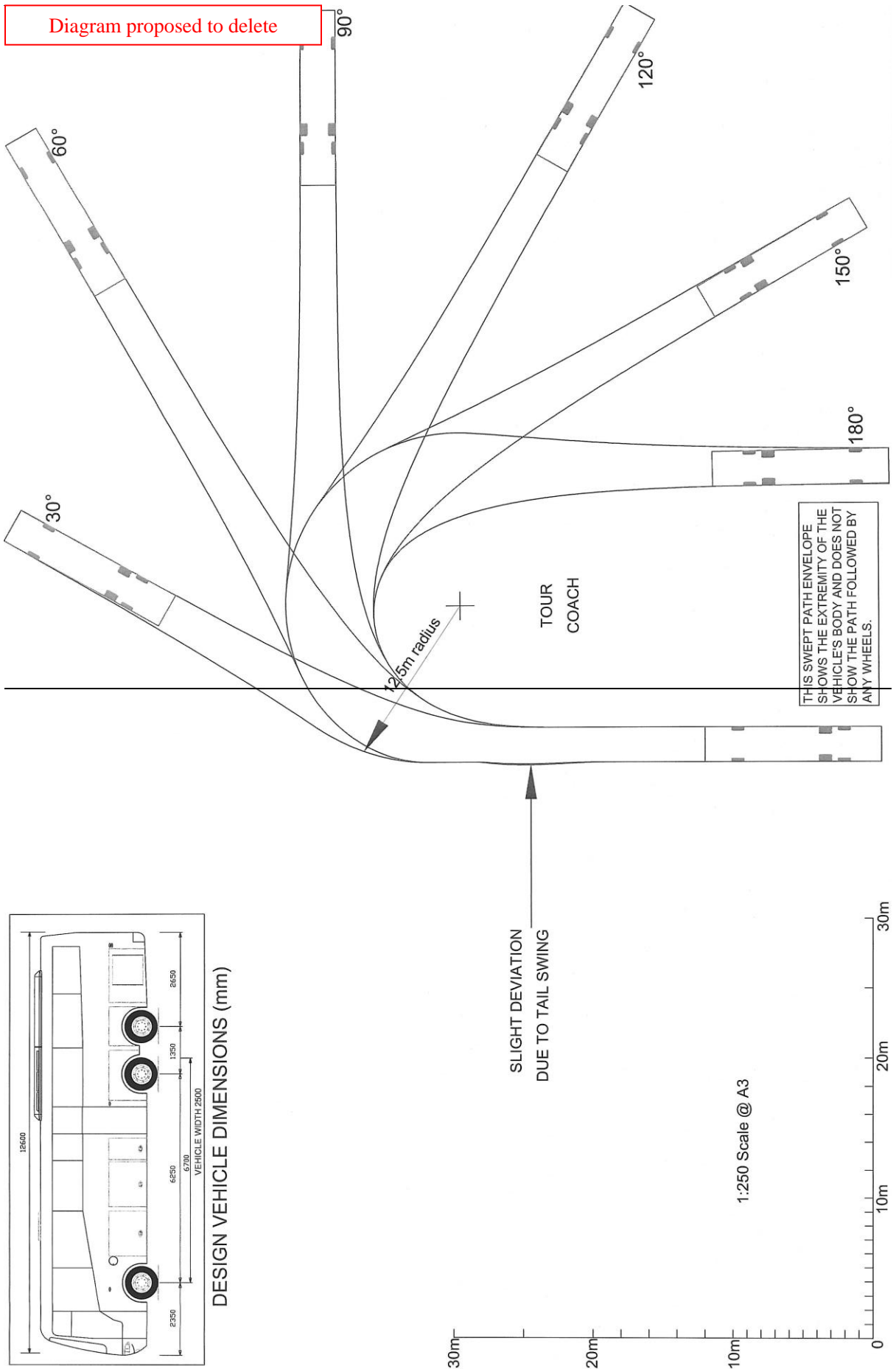


On-Road Tracking Curve for Large Rigid Truck with Turning Radius of 12.5 metres



NOTE: This diagram can also be used to determine tracking curve for 'B' trains

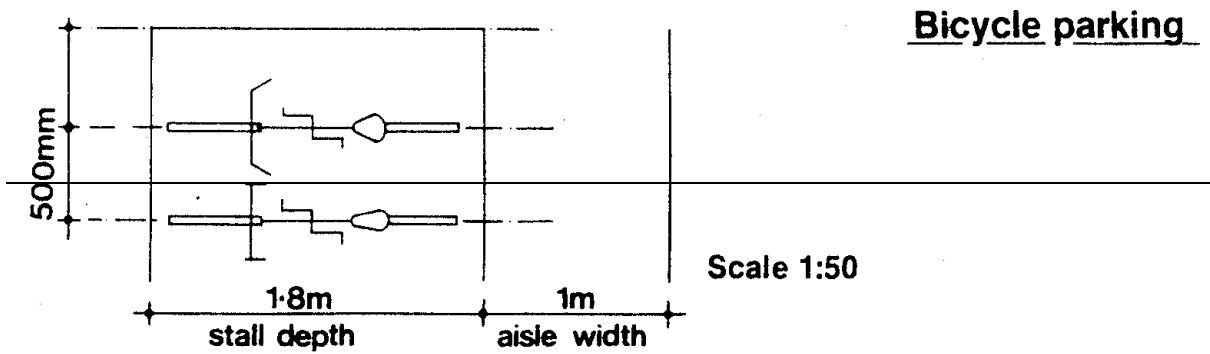
On-Road Tracking Curve for Semi-Trailer with Turning Radius of 12.5 metres



On-Road Tracking Curve for Tour Coach with Turning Radius of 12.5 metres

Schedule 16.2B: Bicycle Racks

Refer to rule 16.2.2.3



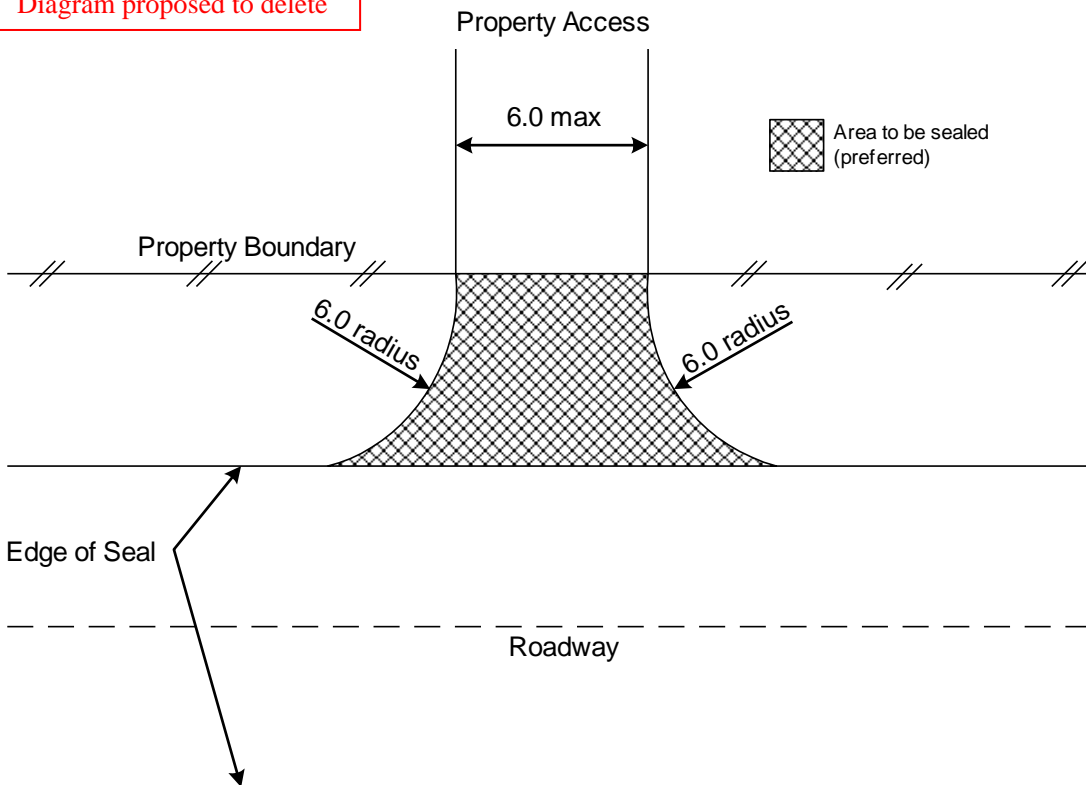
Schedule 16.2C: Rural Intersection and Access Design

Proposed as at 1 November 2008

C48/05

Diagram 1: Vehicle Crossing for up to Six Dwellings

Diagram proposed to delete



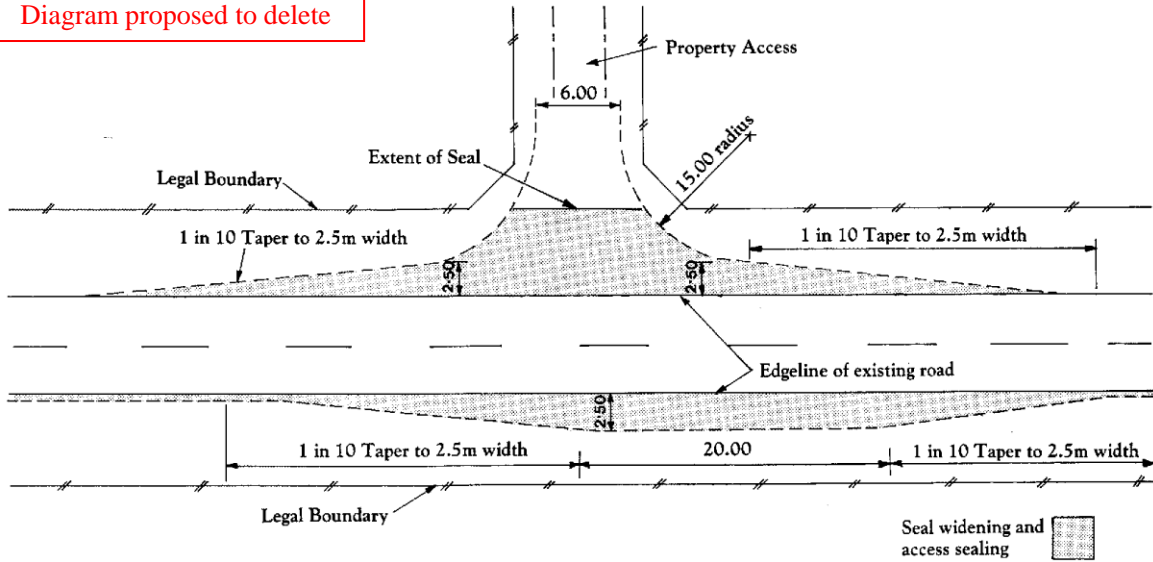
*NOTE: Diagram not to scale.
All dimensions are in metres*

Proposed as at 1 November 2008

Diagram 2: Vehicle Crossing for more than Six Dwellings, or for a Rural Activity

C48/05

Diagram proposed to delete



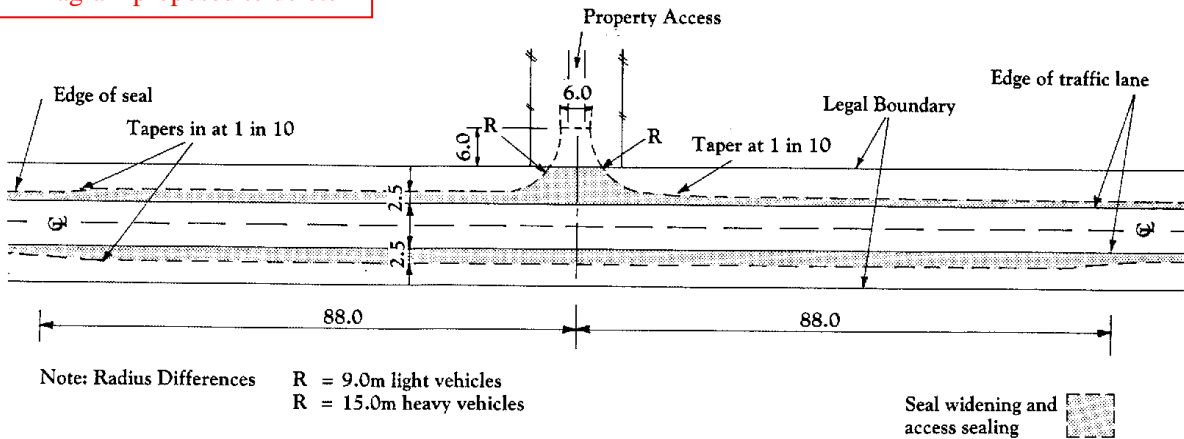
NOTE: Diagram not to scale.
All dimensions are in metres

Proposed as at 1 November 2008

Diagram 3: Vehicle Crossing for Commercial or Industrial Activity

C48/05

Diagram proposed to delete



NOTE: Diagram not to scale.
All dimensions are in metres.

Notes: Light vehicle means a motor vehicle up to 3500 kg gross laden weight
 Heavy vehicle means a motor vehicle over 3500 kg gross laden weight

Schedule 16.2D: Road Hierarchy

Note: The road hierarchy for individual roads is shown on the planning maps.

Proposed as at 1 November 2008

C48/05

Arterial roads — primarily roads which form the main traffic routes through and between the urban areas of the District, and provide connections to adjacent districts. Arterial roads include state highways.

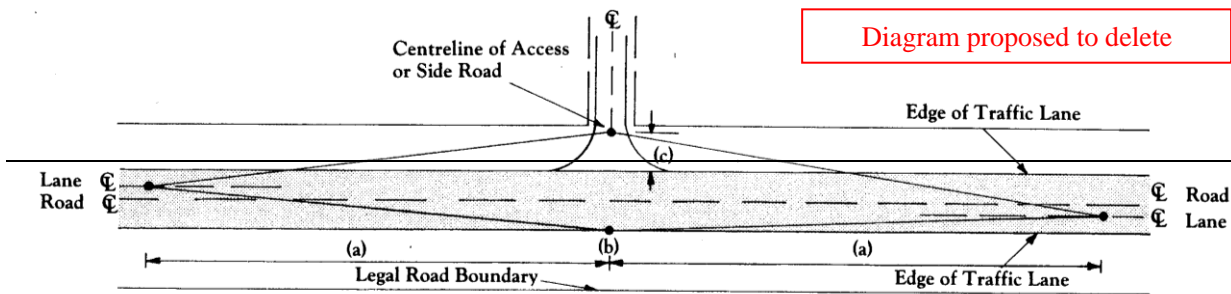
Distributor roads — the secondary network of roads which carries traffic to and from arterial roads.

Collectors — have a more local function and ensure that the traffic movement and property access functions are in balance. The role of these roads is to connect traffic generating activities with the Arterial and Distributor road network.

Access roads — generally streets in urban or rural residential areas with connections at each end, but with mostly a property access function. The pedestrian and residential amenity functions of these roads predominate in residential areas and they are not intended to provide access for high traffic-generating non-residential activities.

Access places — are wholly for property access and offer no through traffic function.

Schedule 16.2E: Sight Distance Measurements

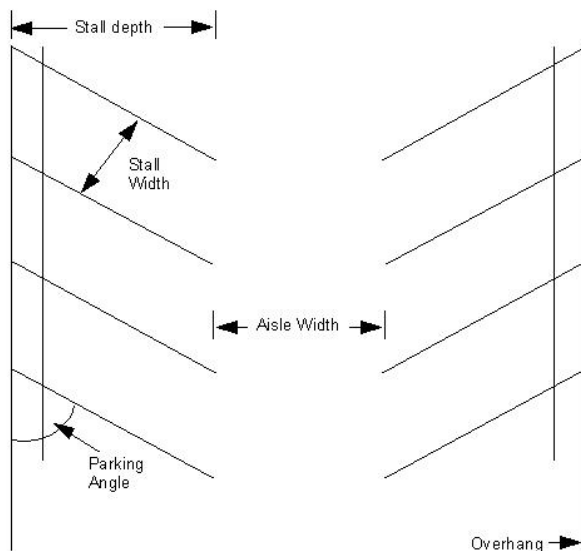


Note: Sight Distances shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access.

- Property Access:**
- (a) Sight Distance
 - (b) Edge of state highway traffic lane
 - (c) For accesses: 3.5m from edge of state highway traffic lane
 - For intersections: 5.5m from edge of state highway traffic lane

Schedule 16.2F: Example of Parking Layout

Refer to rule 16.2.2.3(e).



16.3 SUBDIVISION

16.3.1 Scope of Section

This section deals with subdivision throughout the District. Information required with resource consent applications is stated in Chapter 19 (*refer, in particular, to 19.2.2*). The subdivision of land adjacent to the coastal marine area, or adjacent to rivers or lakes over a certain size, is a discretionary activity dealt with in Section 16.4.

16.3.2 All Zones

[Unchanged or irrelevant text omitted]

16.3.2.5 Subdivision in any Zone Subject to Deferred Zone Rules, or Where Deferred Zoning Has Been Removed

C51 1/15
Op 9/16

In all zones, where subdivision is a controlled, restricted discretionary, or discretionary activity, and in addition to the applicable requirements of Schedule 16.3C, where land is, or was formerly, subject to Deferred Zone Rules (Section 17.14, and as set out in Schedule 17.14A), services are provided in accordance with:

EITHER

- (a) ~~The performance requirements for applicable services, contained in the Council's Engineering Standards and Policies 2013~~ Mandatory standards of the Nelson Tasman Land Development Manual 2019.

OR

- (b) The services requirements and concept engineering plans that formed the basis for Council's resolution to remove the deferral of the urban zone for the whole or any part of that land.

Subdivision that does not comply with (a) or (b) is a discretionary activity.

Note: Other consents may be required besides subdivision consent where services are to be provided as part of the subdivision, for example, discharge permit, land disturbance consent.

16.3.3 Residential Zone

16.3.3.1 Controlled Subdivision (Residential Zone — Standard Density Development)

C66 10/17
Op 12/18

Subdivision for standard density development in the Residential Zone is a controlled activity, if it complies with the following conditions:

[Unchanged or irrelevant text omitted]

Richmond South, Richmond West, Motueka West, Mapua and Richmond Intensive Development Areas

C5 3/06 Op 10/10
C10 10/07 Op 3/14
C22 2/11 Op 1/15
C43 4/13 Op 1/15
C66 10/17 Op 12/18

- (n) Subdivision for standard density development in the Richmond South, Richmond West, Motueka West, Mapua and Richmond Intensive development areas, as shown on the planning maps, complies with the following conditions:

[Unchanged or irrelevant text omitted]

(ii) **Allotment Access and Road Network**

- | | | |
|----------------|--|---|
| (a) | All roads are constructed in accordance with the standards set out in Figure 18.8A (for Richmond South, Richmond East, Richmond Intensive, Motueka West and Mapua development areas), Figure 18.8C (for Richmond South minor roads) and Figure 18.8F (for Richmond West) and with reference to the Urban Design Guide (Part II, Appendix 2). <u>Section 18.8 (Road Area rules).</u> | C5 3/06 Op 10/10
C10 10/07 Op 3/14
C20 8/10 Op 8/12
C22 2/11 Op 1/15
C43 4/13 Op 1/15
C66 10/17 Op 12/18 |
| (b) | Every road is through-connected, unless it is a cul-de-sac of 80 metres or less. | |
| (c) | Where any property adjoining the subdivision may require complying road access across the common boundary with the subdivision, roads are located so that no adjoining property is left without a complying road access. | C11 10/07
Op 10/10 |
| (d) | Except for the indicative roads shown in the Richmond South and the Richmond West development areas on the planning maps;: | C10 10/07
Op 3/14 |
| (i) | no road in the Richmond South Development Area is designed to connect directly with Hart/Bateup roads, Wensley/Paton roads, Hill Street or State Highway 6; | C66 10/17
Op 12/18 |
| (ii) | no road in the Richmond West Development Area is designed to connect to State Highway 6 or Lower Queen St; and | |
| (iii) | no road in the Richmond Intensive Development Area is designed to connect to Salisbury Road, Wensley Road, Oxford Street, Gladstone Road or Queen Street. | |
| (e) | Except for roads in the Mapua Development Area and Hart/Bateup roads, Wensley/Paton roads, Hill Street and State Highway 6 in the Richmond South Development Area, and State Highway 6 and Lower Queen Street in the Richmond West Development Area, every road has a maximum block length of 200 metres and a maximum perimeter distance of 800 metres. | C10 10/07
Op 3/14
C22 2/11
Op 1/15 |
| (f) | In Motueka West Development Area, except for Pah Street, Whakarewa Street and Queen Victoria Street, every road has a maximum block length of 200 metres and a maximum perimeter length of 800 metres. | C43 4/13
Op 1/15 |

[Unchanged or irrelevant text omitted]

A resource consent is required. The Council has reserved control over the following matters:

Traffic

- (1) Access.
- (2) **The proximity, safety and ease of access between any site and the nearest collector, distributor principal or arterial road, including:**
 - the number of intersections between the frontage of any site and the nearest of those roads;
 - the driving time between any site and the nearest of those roads;

the walking distance between any site and an arterial or distributor principal road, along public roads, pedestrian ways, or footpaths through reserves.
- (3) The provision, design and routes of cycleways, walkways and bridle-paths, including linkages between any site and local retail areas, schools, reserves, bus routes and arterial roads.

- ~~(3A) Any mandatory or good practice matters of chapter 4 of the Nelson Tasman Land Development Manual 2019 necessary to ensure the safe, efficient and effective provision of transportation and access.~~
- ~~(4) The relationship of any new road with existing roads, adjoining land, and any future roading requirements.~~

[Unchanged or irrelevant text omitted]

- ~~(9A) Any mandatory or good practice matters of chapter 5 of the Nelson Tasman Land Development Manual 2019 necessary to ensure the efficient and effective provision of stormwater network reticulation.~~

- (16) ~~Except as required by condition (p) of this rule, the degree of compliance with any current Tasman District Council Engineering Standards~~ **mandatory requirements of the Nelson Tasman Land Development Manual 2019.** C66 10/17 Op 12/18

[Unchanged or irrelevant text omitted (including rules 16.3.3.1A to 16.3.3.2b)]

16.3.3.3 Restricted Discretionary Subdivision (Residential Zone – Compact Density Specific Locations)

C5 3/06
Op 10/10

C66 10/17
Op 12/18

Subdivision for compact density development in the Residential Zone is a restricted discretionary activity, if it complies with the following conditions:

Compact Density Development in Richmond, Mapua and Motueka

C5 3/06 Op 10/10
C10 10/07 Op 3/14
C22 2/11 Op 1/15
C43 4/13 Op 1/15
C66 10/17 Op 12/18

- (a) Land to be subdivided for compact density development in the Richmond South, Richmond West, and Mapua Special development areas and the Motueka West Compact Density Residential Area, as shown on the planning maps, complies with the following conditions:

[Unchanged or irrelevant text omitted]

(iii) Allotment Access and Road Network

- (a) All roads are constructed in accordance with the standards set out in ~~Figure 18.8A (for Richmond South, Richmond East, Motueka West and Mapua development areas), Figure 18.8C (for Richmond South minor roads) and Figure 18.8F (for Richmond West) and with reference to the Urban Design Guide (Part II, Appendix 2)~~ **section 18.8 (Road Area rules).** C5 3/06 Op 10/10
C10 10/07 Op 3/14
C22 2/11 Op 1/15
C43 4/13 Op 1/15
- (b) Every road is through-connected, unless it is a cul-de-sac of 80 metres or less.
- (c) Where any property adjoining the subdivision may require complying road access across the common boundary with the subdivision, roads are located so that no adjoining property is left without a complying road access. C11 10/07
Op 10/10
- (d) Except for the indicative roads shown in the Richmond South and Richmond West development areas on the planning maps: C11 10/07
Op 10/10
- (i) no road in the Richmond South Development Area is designed to connect directly to Hart/Bateup roads, Wensley/Paton roads, Hill Street and State Highway 6; and
- (ii) no road in the Richmond West Development Area is designed to connect directly to State Highway 6, State Highway 60, Lower Queen Street and McShane Road.

- ~~(e) Except for Hart/Bateup Roads, Wensley/Paton Roads, Hill Street and~~

~~State Highway 6 in the Richmond South Development Area, and State Highway 6 and Lower Queen Street in the Richmond West Development Area, every road has a maximum block length of 200 metres and a maximum perimeter distance of 800 metres.~~

- (ea) ~~Except for Pah Street, Whakarewa Street and Queen Victoria Street in Motueka West Development Area, every road has a maximum block length of 200 metres and a maximum perimeter length of 800 metres.~~

C43 4/13
Op 1/15

[Unchanged or irrelevant text omitted]

(12A) The extent to which mandatory and good practice matters of chapter 10 of the Nelson Tasman Land Development Manual 2019 have been achieved in the design and establishment of parks and reserves.

[Unchanged or irrelevant text omitted]

(19A) The extent to which mandatory and good practice matters of chapter 5 of the Nelson Tasman Land Development Manual 2019 have been achieved in the design and establishment of parks and reserves.

[Unchanged or irrelevant text omitted (including rules 16.3.3.4 to 16.3.3.9)]

16.3.4 Business and Industrial Zones

16.3.4.1 Controlled Subdivision (Business and Industrial Zones)

Subdivision in the Central Business, Commercial, Mixed Business, Tourist Services, Rural Industrial, Heavy Industrial and Light Industrial zones is a controlled activity, if it complies with the following conditions:

C10 10/07
Op 3/14

[Unchanged or irrelevant text omitted]

Stormwater

C7 7/07
Op 10/10

- (zc) In the Central Business, Commercial, Mixed Business and Tourist Services zones, and in the Heavy, Light and Rural Industrial zones:

C10 10/07
Op 3/14
C7 7/07
Op 10/10

- (i) EITHER

Stormwater from every allotment is discharged to a Council-maintained stormwater drainage network that has the capacity to receive the additional stormwater.

OR

The discharge complies with section 36.4 of this Plan.

AND

- (ii) All stormwater drainage features that form part of the stormwater drainage network are physically and legally protected from future development that may adversely affect the efficient functioning of the network.

C10 10/07
Op 3/14

- (iii) Except in the Light Industrial Zone location at Beach Road as shown on the planning maps, all stormwater from each site in an Industrial Zone is collected and conveyed through a stormwater interceptor treatment device so that any sediment, hydrocarbon or floating debris that may be discharged is able to be substantially retained by such a device before there is any discharge to the Council-maintained stormwater drainage network.

C10 10/07
Op 3/14

Note: Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems is provided in the ~~current Council~~

~~Engineering Standards and Policies~~ Nelson Tasman Land Development Manual 2019.

- (iv) A planting plan and design statement by an appropriately competent person in landscape architecture is provided with any plan submitted showing a stormwater greenway and/or retention area.

C43 4/13
Op 1/15(v) **Indicative Stormwater Retention Area**

Where applicable, a stormwater retention area is to be provided in the location of any indicative stormwater retention area shown in the Motueka West Development Area on the planning maps in order to mitigate downstream stormwater effects such as flooding.

Note: A discharge consent may be required where new stormwater infrastructure is being created.

C7 7/07
Op 10/10

[Unchanged or irrelevant text omitted]

A resource consent is required. The Council has reserved control over the following matters:

[Unchanged or irrelevant text omitted]

- (4) The relationship of any new road with existing roads, adjoining land, and any future roading requirements.

[Unchanged or irrelevant text omitted]

- (10) The degree of compliance with any mandatory and good practice matters of any Council Land Development Manual 2019.

- (11) Matters relevant to the development of a neighbourhood centre, in the Urban Design Guide (Part II, Appendix 2).

C22 3/11
Op 1/15

- (12) Effective stormwater management, including the use of Low Impact Design solutions and any other mandatory or good practice matter of chapter 5 of the Nelson Tasman Land Development Manual 2019.

C7 7/07
Op 10/10

[Unchanged or irrelevant text omitted (including rules 16.3.4.2 to 16.3.4.7)]

16.3.5 Rural 1 Zone

16.3.5.1 Controlled Subdivision (Rural 1 and Rural 1 Coastal Zones)

Subdivision in the Rural 1 and Rural 1 Coastal zones is a controlled activity, if it complies with the following conditions:

C22 2/11
Op 1/15

[Unchanged or irrelevant text omitted]

A resource consent is required. The Council has reserved control over the following matters. In considering applications and determining conditions, the Council will have regard to the criteria set out in Schedule 16.3A, as well as other provisions of the Plan and the Act.

[Unchanged or irrelevant text omitted]

- (3) The relationship of any new road with existing roads, adjoining land, and any future roading requirements.

[Unchanged or irrelevant text omitted]

(15) The degree of compliance with any mandatory and good practice matters of the Nelson Tasman Land Development Manual 2019.

[Unchanged or irrelevant text omitted (including 16.3.5.2 to 16.3.5.6)]

16.3.6 Rural 2 Zone

16.3.6.1 Controlled Subdivision (Rural 2 Zone)

Subdivision in the Rural 2 Zone is a controlled activity, if it complies with the following conditions:

[Unchanged or irrelevant text omitted]

A resource consent is required. The Council has reserved control over the following matters:

[Unchanged or irrelevant text omitted]

(14) The degree of compliance with any mandatory and good practice matters of the Nelson Tasman Land Development Manual 2019.

[Unchanged or irrelevant text omitted (including rules 16.3.6.2 to 16.3.6.6)]

16.3.7 Rural 3 Zone

16.3.7.1 Controlled Subdivision (Rural 3 Zone)

Subdivision in the Rural 3 Zone is a controlled activity, if it complies with the following conditions:

[Unchanged or irrelevant text omitted]

A resource consent is required. The Council has reserved control over the following matters. In considering applications and determining conditions, the Council will have regard to the criteria set out in Schedule 16.3A, as well as other provisions of the Plan and the Act.

[Unchanged or irrelevant text omitted]

(3) The relationship of any new road with existing roads, adjoining land and any future roading requirements.

[Unchanged or irrelevant text omitted]

(13) The degree of compliance with any mandatory and good practice matters of the Nelson Tasman Land Development Manual 2019.

[Unchanged or irrelevant text omitted (including rule 16.3.7.2)]

16.3.7.3 Restricted Discretionary Subdivision (Rural 3 Zone)

Subdivision in the Rural 3 Zone that does not comply with the controlled conditions of rule 16.3.7.1 is a restricted discretionary activity, if it complies with the following conditions:

[Unchanged or irrelevant text omitted]

A resource consent is required. Consent may be refused or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

[Unchanged or irrelevant text omitted]

(13) The degree of compliance with any mandatory and good practice matters of the Nelson Tasman Land Development Manual 2019.

(14) The relationship of any new road with existing roads, adjoining land, and any future roading requirements.

[Unchanged or irrelevant text omitted (including rules 16.3.7.4 & 16.3.7.5)]

16.3.8 Rural Residential and Closed Zones

16.3.8.1 Controlled Subdivision (Rural Residential Zone)

[16.3.10 Proposed]

Subdivision is a controlled activity, if it complies with the following conditions:

[Unchanged or irrelevant text omitted]

A resource consent is required. The Council has reserved control over the following matters:

[Unchanged or irrelevant text omitted]

(3) The proximity, safety and ease of access between any site and the nearest collector, ~~distributor~~ principal or arterial road.

[Unchanged or irrelevant text omitted]

(5) The relationship of any new road with existing roads, adjoining land and any future roading requirements.

[Unchanged or irrelevant text omitted]

(14) The degree of compliance with any mandatory and good practice matters of the Nelson Tasman Land Development Manual 2019.

[Unchanged or irrelevant text omitted (including rules 16.3.8.2 and 16.3.8.3)]

16.3.8.4 Restricted Discretionary Subdivision (Rural Residential Zone – Specified Locations)

C19 5/10
Op 8/12

Subdivision in the Mapua and Waimea Inlet Rural Residential zones that does not comply with the conditions of rule 16.3.8.1 is a restricted discretionary activity.

A resource consent is required. Consent may be refused or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

[Unchanged or irrelevant text omitted]

(10) The degree of compliance with any mandatory and good practice matters of the Nelson Tasman Land Development Manual 2019.

(11) The relationship of any new road with existing roads, adjoining land and any future roading requirements.

[Unchanged or irrelevant text omitted (including remaining 16.3.8 rules and sections 16.3.9 & 16.3.20)]

SCHEDULES**Schedule 16.3A: Assessment Criteria for Subdivision**

When considering an application for a subdivision consent, the Council will have regard to the following criteria:

[Unchanged or irrelevant text omitted]

StormwaterC6 7/07
Op 10/10

(28) The actual and potential adverse effects of the subdivision in terms of existing catchment drainage characteristics, stormwater flow, erosion and sedimentation, and stormwater quality, including the following:

- (i) The extent to which all stormwater drainage features that form part of the stormwater drainage network are physically and legally protected from future development that may adversely affect the efficient functioning of the network.
- (ii) The extent to which the subdivision design has taken into account changes in land cover; and the proposed measures to avoid, remedy or mitigate the effects of those changes on stormwater flows and water quality.
- (iii) The degree to which the subdivision has used Low Impact Design solutions in the management of stormwater.
- (iv) The degree of maintenance or enhancement of natural drainage characteristics in the overall subdivision design and allotment layout.
- (v) The regard for existing and reasonably expected future land-use changes within the catchment of the subdivision.
- (vi) The degree to which the design of the stormwater management network accounts for any possible future changes in development that may have an effect on, or be affected by, the development.
- (vii) The degree to which water conservation principles, such as rainwater collection and stormwater detention, have been applied to the subdivision design.
- (viii) The methods proposed to avoid damage to downstream properties from altered stormwater flows and effectiveness of those methods.

C6 7/07
Op 10/10

(ix) Consistency with mandatory and good practice matters contained within the Nelson Tasman Land Development Manual 2019.

[Unchanged or irrelevant text omitted]

Transport, Access and Roads

(35) The degree of compliance with ~~provisions of the current Tasman District Council District Engineering Standards, or the ability to achieve acceptable standards by alternative means~~ mandatory and good practice matters of chapter 4 of the Nelson Tasman Land Development Manual 2019.

(36) The proximity, safety and ease of access between any site and the nearest collector, ~~distributor~~ principal or arterial road, including:

- (i) the number of intersections between the frontage of any site and the nearest of those roads;
- (ii) the driving time between any site and the nearest of those roads;
- (iii) the walking distance between any site and an arterial or ~~distributor~~ principal road, along public roads, pedestrian ways or footpaths through reserves.

- (37) The relationship of any new road with existing roads, including determining the road hierarchy class of any new road, newly formed road or any required upgrading of an existing road.
- (38) The extent to which an existing road needs to be up-graded to manage effects of traffic generated by the subdivision, taking into account the existing state and use of the road and the construction standards of ~~section 18.8 rules for that particular class of road~~ chapter 4 of the Nelson Tasman Land Development Manual 2019,
- (39) The ability to comply with the site access and vehicle crossing requirements of ~~rule 16.2.2.1~~ chapter 4 of the Nelson Tasman Land Development Manual 2019.
- (40) The need to provide alternative access for car parking and vehicle loading in the Central Business, Commercial, Tourist Services, Heavy Industrial or Light Industrial zones by way of service lanes at the rear of properties and whether these should be vested in Council.
- (41) The appropriateness of, or need to provide, access by way of a road rather than a private ~~way~~ access.
- (42) The adequacy of road layout, including road access to adjoining land.
- (43) The provision, design and routes of cycleways, walkways and bridle-paths, including linkages between any site and local retail areas, schools, reserves, bus routes and arterial roads.
- (44) The effect of roads and private vehicular access on waterways, ecosystems, drainage patterns or the amenities of adjoining properties.
- (45) The necessity for, and appropriateness of, sealing rural collector and access roads.
- (46) Provision for the vesting of road reserves for the purpose of facilitating connections to future road extensions to serve surrounding land.
- (47) The necessity for, and appropriateness of, the provision of footpaths and kerb drains on rural roads.

[Unchanged or irrelevant text omitted]

Schedule 16.3B: Transport Conditions

Refer to rules 16.3.3.1, 16.3.3.3, 16.3.3.4, 16.3.4.1, 16.3.5.1, 16.3.6.1, 16.3.7.1, 16.3.8.1.

Roads, Access and Parking

- (a) All roads, including indicative and connecting roads, are laid out, constructed and vested in the Council in accordance with the road construction conditions specified in section 18.8 for the relevant Road Class in the Road Hierarchy shown on the planning maps. C10 10/07
Op 3/14
- (b) Every allotment has vehicle access to a formed legal road other than a limited access road (unless written consent is given by the authority controlling the limited access road). Access to allotments is constructed in accordance with the conditions specified in section 16.2 section 4.6.1.1 of the Nelson Tasman Land Development Manual 2019.
- (c) Where subdivision creates or alters title boundaries of developed sites, every allotment created (including any balance title) has vehicle parking provided and constructed in accordance with the conditions specified in section 16.2.

Linking Subdivision Roads to Existing Roads

[Unchanged or irrelevant text omitted]

- (g) Where any new road extends or completes an existing road, the road is constructed at the developer's cost to the relevant conditions specified in section 18.8 ~~for the level of the existing road in the Road Hierarchy.~~
- (h) Except in the Rural 3 Zone and Services Contribution Area, and in the Lower Queen Street and McShane Road in the Richmond West Development Area, where any land to be subdivided has frontage to any existing road that is not constructed to the conditions set out in section 18.8 for the relevant level of the existing road in the Road Hierarchy, the road along the frontage adjoining the land to be subdivided is formed and upgraded by the developer to the conditions of road widths, kerb and channelling and associated drainage attributable to the subdivision, berm, footpath, crossings and street lighting specified in section 18.8. C10 10/07
Op 3/14
- (i) ~~In the Rural 3 Zone and in the Services Contribution Area, w~~Where any land to be subdivided has a frontage to an existing Council road which has inadequate road reserve width to meet the condition in the Plan, adequate land to meet the condition is vested in the Council at the time of subdivision, at no cost to the Council.
- (j) The subdivision provides a safe and efficient road, cycleway and pedestrian access connection to adjoining land and roads, cycleways and pedestrian accessways.

Schedule 16.3C: Services Required on Subdivision in Certain Zones

Refer to rules 16.3.3.1, 16.3.4.1.

This schedule applies to Central Business, Commercial, Mixed Business, Tourist Services, Heavy and Light Industrial and Rural Industrial zones, and the Residential Zone in the Richmond South, Richmond West, Richmond East, Richmond Intensive, Motueka West and Mapua development areas (excluding the Residential Coastal Zone), and the Rural Residential Serviced Zone in the Richmond East and Mapua development areas.

C10 10/07 Op 3/14
C20 8/10 Op 8/12
C22 2/11 Op 1/15
C43 4/13 Op 1/15
C66 10/17 Op 12/18

SERVICE	STANDARD
Stormwater	<p>The land to be subdivided is connected to a Council stormwater drain-network (including any stream that has been modified to function as a stormwater drain) that is capable of receiving additional stormwater because of the subdivision.</p> <p>OR</p> <p>The discharge complies with 36.4 of this Plan.</p> <p>AND</p> <p>All stormwater drainage features that form part of the stormwater drainage network are physically and legally protected from future development that may adversely affect the efficient functioning of the network.</p> <p>In the Richmond Intensive Development Area, where a site or part of a site is located within a specified stormwater flood flow path as shown on the planning maps:</p> <p>(a) the development provides for the stormwater flood flow to cross the post-development site and retains the predevelopment upstream entry and downstream exit points of the stormwater flood flow to and from the site;</p> <p>(b) the flood flow path surface is constructed or treated to prevent erosion of the surface.</p>
Wastewater	The land to be subdivided is connected to a Council wastewater reticulation that is capable of receiving additional wastewater as a result of the subdivision.
Water Supply	The land to be subdivided is connected to a Council potable water supply reticulation that is capable of providing a potable water supply for each allotment and sufficient water for fire-fighting purposes, unless in the Rural Residential Zone (other than the Rural Residential Serviced Zone in the Richmond East and Mapua development areas), rule 17.8.3.1(m) is complied with.
Electricity	The land to be subdivided is provided with electric power, appropriate to the circumstances.
Telephone	The land to be subdivided is provided with a telephone system, appropriate to the circumstances.

C66 10/17
Op 12/18

C20 8/10
Op 8/12
C22 2/11
Op 1/15

CHAPTER 19: INFORMATION REQUIRED WITH LAND USE CONSENT OR SUBDIVISION CONSENT APPLICATIONS

[Unchanged or irrelevant text omitted]

19.2 INFORMATION REQUIRED FOR LAND USE OR SUBDIVISION CONSENT APPLICATIONS

19.2.1 Land Use

C19 5/10
Op 8/12

Applicants must submit, and the Council may request further information, on the following matters to the extent that they are relevant to any land use consent rule, together with information required under any other relevant section of this chapter:

[Unchanged or irrelevant text omitted]

19.2.1.5 A site plan showing:

- (a) roads onto which the property has frontage;
- (b) boundaries, area and dimensions of the subject property(s);
- (c) existing and proposed car parks, cycle parks, loading areas and utility, on-site access, on-site manoeuvring areas, vehicle crossings and their proximity to intersections;

C66 10/17
Op 12/18

Proposed as at 1 November 2008

- (d) formation of crossings, access and car parks; stormwater disposal from access and parking areas;
- (e) location and dimensions of existing and proposed buildings, including the percentage coverage if the application is in a residential, commercial or industrial area;

C4 8/05

- (f) location of known archaeological sites, significant individual or groups of trees, and details of proposed landscaping;
- (g) any topographic features (embankments, cliffs, streams, wetlands, drains), selected ground heights and main power lines;
- (h) present use of adjoining properties;
- (i) the visibility available from any access, measured in terms of the requirements in rule 16.2.2.1;
- (j) the location, type and anticipated maximum height of any proposed landscaping;
- (k) details of any legal public access along and to any water body or the coast.

19.2.1.6 Elevation drawings showing building height and natural ground level, and the relationship of the building to the height limit and daylight angle controls for the relevant zone and set back from the Ruby Bay ridge top and toe, if applicable.

C4 8/05

C22 2/11
Op 1/15

[Unchanged or irrelevant text omitted]

19.2.2 Subdivision

Applicants must submit, and the Council may request further information, on the following matters to the extent that they are relevant to any subdivision consent rule, together with information required under any other relevant section of this chapter:

C19 5/10
Op 8/12

[Unchanged or irrelevant text omitted]

19.2.2.22 Show linkages between proposed roads and existing or future roads.

19.2.2.23 Where a new road is to vest in the Council, the submission of at least three names for the road, and an explanation for each name.

[Unchanged or irrelevant text omitted]