PROPOSED PLAN CHANGE NO. 69
WITHOUT LEGAL EFFECT

Nelson Tasman Land Development Manual

Notified 15 June 2019

NOTE:
• Red (or grey in B&W) underlined text denotes proposed new text inserted or amended.
• Black (or grey in B&W) strikethrough text denotes text deleted.

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.

16.2.2 Land Use

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

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

(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.
### Proposed as at 15 December 2018

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

<table>
<thead>
<tr>
<th>Zone</th>
<th>Capacity</th>
<th>Minimum Lane Width (metres)</th>
<th>Shoulders: No. x Width (m)</th>
<th>Min. Carriageway Width (m)</th>
<th>Footpaths: No. x Width (m)</th>
<th>Services: No. x Width (m)</th>
<th>Min. Total Width (m)</th>
<th>Max. Length (m)</th>
<th>Maximum Gradient</th>
<th>Minimum Surface Requirement for Permitted Activities in Each Zone</th>
<th>Crossing Width at Property Boundary® (m)</th>
<th>Crossing Ext of Road Carriageway Surface Std into On-Site Access® (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential, Papakainga, and lots of 5000m² or less in Rural Residential</td>
<td>1 user</td>
<td>3</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3 x 0.5 kerb and channel</td>
<td>3</td>
<td>1.4: 1:4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5</td>
<td>3.5 – 6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td></td>
<td>2 – 4 users</td>
<td>3.5 (plus 1.5 x 0.9 for passing bays at 25m intervals)</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>1.4: 1.5 if concrete or asphalt less than 1.5 if unsealed</td>
<td>2-coat chip seal</td>
<td>4 – 6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5 – 6 users</td>
<td>5</td>
<td>1 x 1.0 kerb and channel</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>1 x 1.0 kerb and channel</td>
<td>5</td>
<td>1.6: 1:5</td>
<td>2-coat chip seal</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Richmond Intensive Development Area</td>
<td>1 user</td>
<td>3</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>3.5</td>
<td>3.5</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>1.4: 1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5</td>
<td>3.5 – 6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td></td>
<td>2 – 4 users</td>
<td>3</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>1.5: 1:5</td>
<td>2-coat chip seal</td>
<td>4 – 6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5 – 6 users</td>
<td>5</td>
<td>1 x 1.0 kerb and channel</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>1 x 1.0 kerb and channel</td>
<td>5</td>
<td>1.6: 1:5</td>
<td>2-coat chip seal</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Rural 1 &amp; 2</td>
<td>1 user</td>
<td>3</td>
<td>1.5 x 0.9 for passing bays at 50m intervals</td>
<td>3.5</td>
<td>2 x 1.0 side drains</td>
<td>5.5</td>
<td>2 x 1.0 side drains</td>
<td>5.5</td>
<td>1.5: 1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5</td>
<td>5.5 – 8</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>2 – 6 users</td>
<td>4.5 (plus 0.5 x 0.9 for passing bays at 50m intervals)</td>
<td>2 x 500 mm metalled</td>
<td>5</td>
<td>2 x 1.0 side drains</td>
<td>6.5± 200</td>
<td>1.5: 1.5 if sealed 1.6 if unsealed</td>
<td>6.5±</td>
<td>Sealed if gradient is greater than 1:6. Compacted base course if gradient is 1.6 or less.</td>
<td>6.5 – 9</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Rural 3 and lots greater than 5000m² in Rural Residential</td>
<td>1 user</td>
<td>3 (plus 1.5 x 0.9 for passing bays at 50m intervals)</td>
<td>3</td>
<td>2 x 1.0 side drains</td>
<td>5.5</td>
<td>2 x 1.0 side drains</td>
<td>5.5</td>
<td>1.4: 1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1:5 or greater. Compacted base course if gradient is less than 1:5</td>
<td>5.5 – 8</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 – 6 users</td>
<td>4.5 (plus 0.5 x 0.9 for passing bays at 50m intervals)</td>
<td>2 x 500 mm metalled</td>
<td>5</td>
<td>2 x 1.0 side drains</td>
<td>6.5± 300</td>
<td>1.5: 1.5 if sealed 1.6 if unsealed</td>
<td>6.5±</td>
<td>Sealed. Compacted base course if gradient is 1.6 or less.</td>
<td>6.5 – 9</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Zone</td>
<td>Capacity</td>
<td>Minimum Lane Width (metres)</td>
<td>Shoulders: No. x Width (m)</td>
<td>Min. Total Carriageway Width (m)</td>
<td>Footpaths: No. x Width (m)</td>
<td>Services: No. x Width (m)</td>
<td>Min. Total Width (m)</td>
<td>Max. Length (m)</td>
<td>Maximum Gradient</td>
<td>Minimum Surface Requirement for Permitted Activities in Each Zone</td>
<td>Crossing Width at Property Boundary (m)</td>
<td>Crossing: Extnt of Road Carriageway Surface Std into On-Site Access (m)</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------------</td>
<td>-----------------------------</td>
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<td>----------------</td>
<td>-----------------</td>
<td>------------------------------------------------</td>
<td>------------------</td>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>Industrial and Rural Industrial</td>
<td>≤ 50 hcpd &lt; 1000 vpd</td>
<td>2 x 3</td>
<td>1 x 2.5</td>
<td>8.5</td>
<td>1 x 1.4</td>
<td>0.6</td>
<td>10.5</td>
<td>200</td>
<td>1:8</td>
<td>2 coat chip seal</td>
<td>6—9</td>
<td>10</td>
</tr>
<tr>
<td>Central Business, Commercial, Tourist Services</td>
<td>1—6 users</td>
<td>4.5 (plus 0.5 x 3 for passing bays at 25m interval)</td>
<td>Kurb and channel 0.5</td>
<td>4.5</td>
<td>1 x 1.5</td>
<td>6</td>
<td>100</td>
<td>1:8</td>
<td>2 coat chip seal</td>
<td>6—9</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Richmond West Development Area Light Industrial</td>
<td>≤ 50 hcpd and/or ≤ 1000 vpd &amp; ≤ 10,000m² GFA and outdoor display and retail sales</td>
<td>2 x 3</td>
<td>Kurb and channel</td>
<td>6</td>
<td>1.5</td>
<td>Nil</td>
<td>7.5</td>
<td>100</td>
<td>1:8</td>
<td>Asphalt</td>
<td>6—8</td>
<td>10</td>
</tr>
<tr>
<td>Richmond West Development Area Mixed Business</td>
<td>≤ 10 hcpd and/or ≤ 5000 vpd &amp; ≤ 1000m² GFA and outdoor display and retail sales</td>
<td>2 x 2.25</td>
<td>Kurb and channel</td>
<td>2 x 2.25</td>
<td>1.4</td>
<td>Nil</td>
<td>6</td>
<td>100</td>
<td>1:8</td>
<td>Asphalt</td>
<td>5—8</td>
<td>5</td>
</tr>
<tr>
<td>Richmond West Development Area Light Industrial</td>
<td>≤ 50 hcpd and/or ≤ 1000 vpd &amp; ≤ 1000m² GFA and outdoor display and retail sales</td>
<td>2 x 2.25</td>
<td>Kurb and channel</td>
<td>2 x 2.25</td>
<td>1.4</td>
<td>Nil</td>
<td>6.5</td>
<td>100</td>
<td>1:8</td>
<td>Asphalt</td>
<td>5—8</td>
<td>5</td>
</tr>
</tbody>
</table>

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).
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 map.

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.

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).

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.

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

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.)

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 adjoining or surrounds the site, the applicable standards are the set with the widest crossing.

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.

Proposed as at 8 March 2014

(i) 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.

(k) Except in the Richmond West Development Area, a vehicle crossing and, to the extent

[Unchanged or irrelevant text omitted]
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:

(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.

<table>
<thead>
<tr>
<th>Proposed as at 1 November 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>(l) Proposed</td>
</tr>
<tr>
<td>(m) Proposed</td>
</tr>
<tr>
<td>(n) Proposed</td>
</tr>
<tr>
<td>(o) Proposed</td>
</tr>
</tbody>
</table>
| (p) Proposed | 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.) |
| (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
(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.

Proposed as at 1 November 2008
[Condition (x) Proposed deleted] [Figure 16.2C Proposed]

Figure 16.2B: Minimum Sight Distances

<table>
<thead>
<tr>
<th>Operating Speed (km/h)</th>
<th>Regulatory Speed Limit (km/h)</th>
<th>Residential Access (m)</th>
<th>All Other Activities (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>30</td>
<td>35</td>
<td>60</td>
</tr>
<tr>
<td>50</td>
<td>40</td>
<td>45</td>
<td>80</td>
</tr>
<tr>
<td>60</td>
<td>50</td>
<td>65</td>
<td>105</td>
</tr>
<tr>
<td>70</td>
<td>60</td>
<td>85</td>
<td>140</td>
</tr>
<tr>
<td>80</td>
<td>70</td>
<td>115</td>
<td>175</td>
</tr>
<tr>
<td>90</td>
<td>80</td>
<td>140</td>
<td>210</td>
</tr>
<tr>
<td>100</td>
<td>90</td>
<td>170</td>
<td>250</td>
</tr>
<tr>
<td>110</td>
<td>100</td>
<td>210</td>
<td>290</td>
</tr>
</tbody>
</table>

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
☆☆ Safe Intersection Sight Distance, Reaction Time 2.5s
☆☆☆ Safe Intersection Sight Distance, Reaction Time 1.5s
☆☆☆☆ Safe Intersection Sight Distance, Reaction Time 2.0s

Source: Austroads Guide to Traffic Engineering Practice: Intersections at Grade.

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

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>MINIMUM ON-SITE PARKING REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry</td>
<td>1 space per 50 m² GFA.</td>
</tr>
<tr>
<td>Motor servicing premises</td>
<td>4 spaces per repair or service bay.</td>
</tr>
<tr>
<td>Warehouse (except storage ancillary to any retail sales or supermarket)</td>
<td>1 space per 100 m² GFA.</td>
</tr>
<tr>
<td>Retail sales</td>
<td>1 space per 35 m² GFA and 1 space per 35 m² for outdoor retail and display areas.</td>
</tr>
<tr>
<td>Supermarkets</td>
<td>1 space per 20 m² GFA.</td>
</tr>
<tr>
<td>Service station</td>
<td>1 space per 45 m² GFA of shop, plus 4 spaces per repair bay. 1 space per air hose and 3 queuing spaces per car wash.</td>
</tr>
<tr>
<td>Tavern</td>
<td>1 space per 3 persons’ design capacity.</td>
</tr>
<tr>
<td>Restaurant/Café</td>
<td>1 space per 30 m² GFA, plus 1 space per 4 persons’ design capacity for any outdoor eating area.</td>
</tr>
<tr>
<td>Office</td>
<td>1 space per 35 m² GFA.</td>
</tr>
<tr>
<td>Visitor accommodation</td>
<td>Where accommodation is let per unit, for example motel units or hotel rooms: 1 space per unit; Where accommodation is let per bed, for example hostels or backpackers: 1 space per 2 bed-spaces; Plus, in both cases: 1 space per 2 employees; And 1 coach park per 30 beds. A coach park may occupy car parks, provided that the required number of car parks remains accessible for accommodation not occupied by coach passengers.</td>
</tr>
<tr>
<td>Dwelling</td>
<td>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 1 space per unit and 1 additional visitor space for every 3 units.</td>
</tr>
</tbody>
</table>
### Activity Minimum On-Site Parking Requirement

<table>
<thead>
<tr>
<th>Activity</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital and elderly persons’ home</td>
<td>1 space per 5 beds or per dwelling (whichever is the greater), plus</td>
</tr>
<tr>
<td></td>
<td>1 space per staff (calculated from the staff numbers on the largest shift).</td>
</tr>
<tr>
<td>Educational facility</td>
<td>1 space per employee.</td>
</tr>
<tr>
<td>Funeral home</td>
<td>1 space per employee, plus</td>
</tr>
<tr>
<td></td>
<td>1 space per 4 visitors the facility is designed to accommodate.</td>
</tr>
<tr>
<td>Health care facility</td>
<td>2 spaces per professional, plus 1 space per 2 support staff.</td>
</tr>
<tr>
<td>Day care facility except Richmond West Development Area</td>
<td>1 space per employee</td>
</tr>
<tr>
<td>Day care facility in Richmond West Development Area</td>
<td>1 space per 30m² GFA and 1 drop-off car space per 7 dependent persons including children</td>
</tr>
<tr>
<td>Home occupation (with clients)</td>
<td>2 spaces in addition to dwelling requirements. For visitor accommodation, 1 landscaped space per 2 bed spaces.</td>
</tr>
<tr>
<td>Rural selling place</td>
<td>3 spaces per 25m² GFA and outdoor display area.</td>
</tr>
<tr>
<td>Sports ground and playing field</td>
<td>25 spaces per hectare.</td>
</tr>
<tr>
<td>Court sports</td>
<td>4 spaces per court.</td>
</tr>
<tr>
<td>Golf course</td>
<td>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.</td>
</tr>
<tr>
<td>Place of assembly (including stadium, gymnasium)</td>
<td>1 space per 4 persons’ design capacity.</td>
</tr>
<tr>
<td>Drive-through facility</td>
<td>5 queuing spaces.</td>
</tr>
</tbody>
</table>

**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.

---

**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.
(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.

(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.

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)

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)

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.
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

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

Duration

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

Review

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

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

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]
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)
* 90% of all light vehicles on NZ roads as at 1993 are of lesser size than this vehicle and can turn within this curve
On-Road Tracking Curve for 8m Medium Rigid Truck with Turning Radius of 12.5 metres

Diagram proposed to delete

THIS SWEPT 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 Large Rigid Truck with Turning Radius of 12.5 metres

DESIGN VEHICLE DIMENSIONS (mm)

SLIGHT DEVIATION DUE TO TAIL SWING

LARGE RIGID TRUCK

Diagram proposed to delete

1:250 Scale @ A3

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

Diagram proposed to delete
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

Diagram 1: Vehicle Crossing for up to Six Dwellings

NOTE: Diagram not to scale. All dimensions are in metres
Diagram 2: Vehicle Crossing for more than Six Dwellings, or for a Rural Activity

Diagram proposed to delete

Diagram 3: Vehicle Crossing for Commercial or Industrial Activity

Diagram proposed to delete

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

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

Diagram proposed to delete

Property Access:

- Sight Distance
- Edge of state highway traffic lane
- 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

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


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)

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

(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). Section 18.8 (Road Area rules).

(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.

(d) Except for the indicative roads shown in the Richmond South and the Richmond West development areas on the planning maps:

(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;

(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.

(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.

[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 road 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 mandatory requirements of the Nelson Tasman Land Development Manual 2019.

[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)

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**

(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).

(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.

(d) Except for the indicative roads shown in the Richmond South and Richmond West development areas on the planning maps:

(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, Weneley/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.

[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:

[Unchanged or irrelevant text omitted]

Stormwater

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

(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.

(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.

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

(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.

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**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:

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.

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

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


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:

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.

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


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:

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:

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:

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

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

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


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

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

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:


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

[Unchanged or irrelevant text omitted]

**Stormwater**

(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.


[Unchanged or irrelevant text omitted]

**Transport, Access and Roads**


(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 upgraded 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.

(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 16.2.1 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 chanllening and associated drainage attributable to the subdivision, berm, footpath, crossings and street lighting specified in section 18.8.

(i) 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.

<table>
<thead>
<tr>
<th>SERVICE</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater</td>
<td>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. OR The discharge complies with 36.4 of this Plan. AND 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. 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: (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; (b) the flood flow path surface is constructed or treated to prevent erosion of the surface.</td>
</tr>
<tr>
<td>Wastewater</td>
<td>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.</td>
</tr>
<tr>
<td>Water Supply</td>
<td>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.</td>
</tr>
<tr>
<td>Electricity</td>
<td>The land to be subdivided is provided with electric power, appropriate to the circumstances.</td>
</tr>
<tr>
<td>Telephone</td>
<td>The land to be subdivided is provided with a telephone system, appropriate to the circumstances.</td>
</tr>
</tbody>
</table>