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**Change 69: Nelson Tasman Land Development Manual****Decisions and Reasons****Final Decision 629.1**

C69.806.1	NZ Transport Agency	Allow
C69.806.2	NZ Transport Agency	Allow In Part
C69.806.7	NZ Transport Agency	Allow
C69.806.9	NZ Transport Agency	Allow
C69.806.17	NZ Transport Agency	Allow
C69.806.20	NZ Transport Agency	Allow
C69.806.21	NZ Transport Agency	Allow
C69.806.22	NZ Transport Agency	Allow
C69.806.23	NZ Transport Agency	Allow
C69.806.26	NZ Transport Agency	Allow
C69.806.27	NZ Transport Agency	Allow
C69.806.28	NZ Transport Agency	Allow

**Plan Amendments****Topic : 2.2**

1. Amend definition of 'road' to read:  
"Road – has the same meaning as in section 315 of the Local Government Act 1974; and includes a motorway as defined in section 2 (1) of the Government Roding Powers Act 1989."
2. Amend definition of 'road network' to read:  
"Road network - means state highways; arterial, principal, collector, sub-collector and local roads; residential lanes; shopping streets; and the intersections between them; further defined in the planning maps and as follows:
  - (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."

**Reasons**

Option 3 accommodates the NZTA request whilst retaining the value of detail contained in the original proposed PC69 definition.

**Final Decision 629.2**

C69.806.3	NZ Transport Agency	Allow
C69.806.4	NZ Transport Agency	Allow
C69.806.5	NZ Transport Agency	Allow

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**Change 69: Nelson Tasman Land Development Manual****Decisions and Reasons**

C69.806.6	NZ Transport Agency	Allow
C69.806.8	NZ Transport Agency	Allow
C69.806.13	NZ Transport Agency	Allow
C69.806.14	NZ Transport Agency	Allow
C69.806.16	NZ Transport Agency	Allow
C69.806.18	NZ Transport Agency	Allow

**Plan Amendments****Topic : Part II**

Amend 6.2.20.1 (h); 6.3.20.1 (f); 11.1.20.1 (o); 11.2.20.1 (h); 13.1.20.1 (f); 15.2.20.1 (b); 15.2.20.2 (a) and consequently amend 5.1.20.1 (e); 6.3.3.7A; 14.1.20.1 (f); 14.2.20.1 (d), to appear, or similarly appear, as follows:

"Standards of the Nelson Tasman Land Development Manual 2019 that ensure the design and construction of effective and efficient network asset infrastructure."

**Reasons**

Option 1 improves certainty and clarity of the version of the NTLDM to be considered.

**Final Decision 629.3**

C69.806.10	NZ Transport Agency	Disallow
C69.806.11	NZ Transport Agency	Disallow
C69.806.12	NZ Transport Agency	Disallow

**Plan Amendments****Topic : 15.2**

No Plan amendments.

**Reasons**

The option to 'disallow' additional references to safety in Chapter 3 avoids duplication of transportation safety issues across policy chapters.

**Final Decision 629.4**

C69.806.19	NZ Transport Agency	Allow
C69.806.24	NZ Transport Agency	Allow

**Plan Amendments****Topic : 16.3.3.1**

Amend 16.3.3.1(2) to appear, or similarly appear, as follows:

"The proximity, safety and ease of access between any site and the nearest collector, principal, arterial or state highway including: ... " (unaffected text omitted)

**Topic : Sch. 16.3A**

Amend Schedule 16.3A (36) to appear, or similarly appear, as follows:

"The proximity, safety and ease of access between any site and the nearest collector, principal, arterial or state highway including: ... " (unaffected text omitted)

**Reasons**

It is an improvement to consistently include 'state highway' into references where road classes are listed.

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**Change 69: Nelson Tasman Land Development Manual****Decisions and Reasons****Final Decision 629.5**

C69.806.15

NZ Transport Agency

Allow

**Plan Amendments****Topic : 16.2.2.1**

Amend 16.2.2.1 within Vehicle Access Permitted Activity conditions, to add the following advice note:

“Where the state highway is a Limited Access Road, it is not considered a road for the purposes of access and approval is required from the NZ Transport Agency for an access under the Government Rooding Powers Act 1989.

Where private access is required from the state highway, or where the development will impact on an intersection or any part of the state highway, the NZ Transport Agency standards require consideration. Consultation with the NZ Transport Agency is recommended in these cases.”

**Reasons**

This is an improvement to the Permitted Activity conditions, helpful to potential applicants when considering activities that may have an effect on Limited Access roads.

**Final Decision 629.6**

C69.806.25

NZ Transport Agency

Allow

**Plan Amendments****Topic : Sch. 16.3A**

Add criterion (47B) to Schedule 16.3A to read:

“The potential for adverse cross-boundary effects, including reverse sensitivity.”

**Reasons**

1. Reverse sensitivity is deemed an important consideration in relation to traffic effects and an improvement to Schedule 16.3A.
2. There are no disadvantages to allowing this request.

**Final Decision 629.7**

C69.2802.1

Tasman District Council - Engineering Services Manager

Allow

**Plan Amendments****Topic : 16.2.2.3**

1. Amend condition (n) by inserting the words “an all-weather” before “surface standard” and deleting the words “that is not less than that required for on-site access for the site, and is sealed” to read:

“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 meters in the Papakainga and Rural residential zones, is formed to an all-weather surface standard and spaces marked out if the number of car parks required for the activity exceeds four.”

**Reasons**

There are no disadvantages associated with accepting this request, and the change is deemed to be an improvement to the proposed PC69 standard.