
Attachment 1d – Volume 3 – Appendices:

- 1 Heritage Buildings, Places and Objects,**
- 7 Guide for subdivision and structures in the landscape overlay,**
- 8 Church Hill viewshaft,**
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- 10 Standards and terms for parking and loading,**
- 11 Access standards,**
- 14 Residential subdivision design and information requirements,**
- 15 Daylight Admission – residential,**
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- 23 Design Guide and rules for Wakefield Quay,**
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Recommendations on PC29 Provisions

Amend the Operative Nelson Resource Management Plan as follows:

Appendix 1 Heritage buildings, places and objects

AP1.1 Notes for reading Table 1.2

Minor corrections only.

AP1.1.i Table 1.2 below gives more details on the Heritage Buildings, Places and Objects shown on the Planning Maps (under layer group 'NRMP Heritage').

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Minor corrections only.

AP1.1.iii The second column indicates the ~~Historic Places Trust~~ Heritage New Zealand Pouhere Taonga category where relevant. There may be buildings, places or objects that have been ~~registered by the~~ included on the Historic Places Trust Heritage New Zealand Pouhere Taonga Heritage List/Rārangi Kōrero that are not included in this Appendix.

Minor corrections only.

AP1.1.viii Group A buildings, places, and objects are considered to be of major significance to the district, and their protection is considered essential (except in exceptional circumstances), while the protection and retention of Group B items is considered to be important, and Group C whose protection and retention are desirable.

Category ~~1~~ 1 under the ~~Historic Places Trust~~ Heritage New Zealand Pouhere Taonga ranking categorisation indicates a place of special or outstanding historical or cultural heritage significance or value, while Category ~~2~~ 2 denotes a place of historical or cultural heritage significance or value.

Note It is important to check the ~~Historic Places Trust~~ Heritage New Zealand Pouhere Taonga Register for any new or changed rankings that may have arisen since this Plan was notified.

Table 1.2 **heritage buildings places and objects**

Minor corrections only.

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
B		14	Aldinga Ave	1845	'Holland House', former <u>Holland/Stead</u> farmhouse	Bldg		
C	<u>#2</u>	23	Allan Street	1920	House	Bldg		
B		29	Alton Street	1920	<u>Former Jones house</u> ~~House~~	Bldg		
B		31	Alton Street	1900	Former Boor house ~~House~~	Bldg		
B		33	Alton Street	1920	Former Stafford/Preen house ~~House~~	Bldg		
B		35	Alton Street	1920	<u>Former Webley/Greenwood/Giblin</u> house ~~House~~	Bldg		
B		37	Alton Street	1900	Former Wastney house ~~House~~	Bldg		
A		35	Arapiki Road	1942	Bunker	Bldg		
A	<u>#1</u>	272	Atawhai Drive*	1890	Garin Catholic Chapel, Nelson (Wakapuaka) Cemetery	Bldg		
B		128	Beatson Road	1860	Former Cundy residence ~~House~~	Bldg		
C	<u>#2</u>	26	Blick Terrace	1860	Former Blick Hhouse	Bldg		
C	<u>#2</u>	1	Bridge Street	1865	Former N Edwards and Co. Warehouse	Bldg		
B	<u>#2</u>		Bridge Street: N & S side between Trafalgar Street and Collingwood Street*	1865	Boulder Bank kerbstones	Obj		
B		12	Bridge Street	1890	Bruce Rollo Locksmith & Outdoors Centre	Bldg		
A		15	Bridge Street	1900	<u>Former Nelson Evening Mail</u> building	Bldg		Haven Road and Bridge Street facades
A	<u>#1</u>	29	Bridge Street	1855	<u>Former Ogilvie/Rogers/Browne/Naylor</u> shophouse ~~Shop Willis Jewellers~~	Bldg		Whole exterior excluding east facade
C		44	Bridge Street	1920	Bodywise Shop	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
B		63	Bridge St [157-171 Trafalgar St] ~~Bridge Street~~	1920	~~Former Freemasons' Tavern/Arms / former Odd Fellows' Arms / former Marine Hotel / former Central Hotel~~ Dominion TV rentals shop, accommodation over	Bldg		
C		97	Bridge Street	1920	Postie Plus, accommodation over	Bldg		
C		111	Bridge Street	1890	Brough's Greenworld, office over	Bldg		
C		118-120	Bridge Street	1875	Rhythm Records, accommodation over	Bldg		
B		131	Bridge Street	1910	~~Former Metropolitan Private Hotel~~ Metropolitan Hotel	Bldg		
B		145	Bridge Street	1859	~~Former Pratt butchery and residence/ former Tasmanian Supper Rooms/ former Rovina Tea Rooms Apache Street ar, accomoedation over~~	Bldg		
A		152	Bridge Street	1866	~~Former Nelson Hotel / Royal Hotel~~ Royal Hotel	Bldg		Collingwood and Bridge Streets facades above verandah, & verandah
B		152	Bridge Street	1910	~~Royal Hotel~~ Hotel Royal O'Reilly's Irish Bar	Bldg		
A	#2	197	Bridge Street	1896	~~Nelson Baptist Church & Schoolroom~~ Baptist Church	Bldg	I	
B	#1 Historic Area	~~327~~ 200-206	~~Hardy Street~~ Albion Square Bridge Street	1866	Former Provincial Building's Fire Engine House	Bldg	I	
B	#2 Historic Area	200-206	Bridge Street Albion Square	1861	Magazine	Bldg		
B	#1 Historic Area	200-206	Bridge Street Albion Square	1876	Survey Chain/ surveyors centenary time capsules	Obj		
A	#1 Historic Area	~~331~~ 200-206	~~Hardy Street~~ Bridge Street	1867	Trout Hatchery	Bldg	I	
A	#2	208	Bridge Street	1850	Suter Art Gallery	Bldg		
A	#2	210	Bridge Street*	1910	Queens Gardens Gates	Obj		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
C	~~#2~~	210	Bridge Street Queens Gardens*	1850	Mill Race remains	Obj		
C	~~#2~~	31	Bronte Street	1900	~~Former Holbrook residence House~~	Bldg		
A	~~#2~~	41B	Brook Street	1845	~~Former Whiting/Lockyer cottage Cobb House~~	Bldg		
A		43A	Brook Street	1859	~~Former Webley cottage Cottage~~	Bldg		
A		Opp 130	Brook Street*	1862	Dunn Mountain Railway Memorial	Obj		
B	~~#1~~	3	Brookside	1850	'Brookside' Hhouse	Bldg		
A	~~#1~~	26	Brougham Street*	1879	Melrose House	Bldg	I/S	
B	~~#2~~	36	Brougham Street	1925	~~Former Newman residence House~~	Bldg		
B	~~#2~~	46	Brougham Street	1920	~~Former Charles & Alice Griffin residence House~~	Bldg		
A	~~#2~~	64	Brougham Street	1854	~~'Sunnyside' / 'Warwick House' Warwick House (formerly Sunnyside)~~	Bldg		
A		8	Brunner St	1857	~~Former Shirliff farmhouse / 'Uplands' Uplands~~	Bldg		
A	~~#2~~	1	Cable Bay Road Hira	1888	St John the Evangelist Anglican Church	Bldg	S**	
A			Cliffs*	1942	Gun Placements/Range finding pill box	Obj		
B			Collingwood Street: ~~E and W~~ west side between Bridge and Hardy Streets*	1865	Boulder Bank kerbstones	Obj		
B		14	Collingwood Street	1880	~~Former Jennings/Trathen residence/ 'Waratah' House~~	Bldg		
C		16	Collingwood Street	1900	~~Former Fleming residence House~~	Bldg		
B		18	Collingwood Street	1850	~~Former Brimer cottage House~~	Bldg		
B	~~#2~~	29	Collingwood Street	1893	~~Former Albert & Ada Everett residence California House~~	Bldg		
A		83	Collingwood Street	1866	~~Former Beehive Store/ Wakatu Hotel Wakatu Hotel, Cobb & Co.~~	Bldg		Collingwood and Bridge Streets facades above verandah (old part defined by parapet) and verandah.
C		95	Collingwood Street	1920	~~Former Seventh Day Adventist Church/ The Free House Reformed Church of Nelson~~	Bldg		
B		112	Collingwood Street	1882	~~Former Miners' Arms/ former Panama~~	Bldg		

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					~~Hotel/ Panama House Law Offices, former Panama Hotel~~			
C	~~#2~~	131	Collingwood Street	1890	~~'Chiswick House' [former Mercer residence] / Fish House Victorian Villa — Nelson Marlborough Institute of Technology 'Fish House'~~	Bldg		
A	~~#2~~	133	Collingwood Street	1885	Southern Star Lodge Masonic Hall/Masonic Temple/Lodge	Bldg		Whole street facade including north and south facades with parapet.
C		140	Collingwood Street	1930	Dave Jerram Architect	Bldg		
B		144	Collingwood Street	1875	Former Christ Church (Anglican) parsonage Former vicarage	Bldg		
B	~~#2~~	151	Collingwood Street	1860	Former Prince of Wales Hotel/Kandy Korner shop & residence ~~Kandy Corner~~	Bldg		
B		190	Collingwood Street	1870	Jacobsen Cottage ~~House~~	Bldg		
B		199	Collingwood Street	1930	St Joseph's School Main building (also listed as 18 Manuka St)	Bldg		
A	~~#2~~	214	Collingwood Street	1865	~~Former Stanton house Glairmont House~~	Bldg		
B		222	Collingwood Street	1880	~~Former EF St John house House~~	Bldg		
A		224	Collingwood Street	1870	~~Former Stanton/James cottage House~~	Bldg		
B		51	Domett Street	1885	~~Former Worsley/Hewson residence / 'Burnside' House~~	Bldg		
B	~~#2~~	15	Dorothy Annie Way	1920	~~'Te Maunga', former Atmore residence Hon. Henry Atmore's House~~	Bldg		
B		1	Elliott Street	1936	~~Former Bowater bungalow House~~	Bldg		
B		2	Elliott Street	1914	~~Former Winearls Settlement workers' dwelling House~~	Bldg		
B		3	Elliott Street	1920	~~Former Phipps bungalow House~~	Bldg		
B		4	Elliott Street	1914	~~Former Winearls Settlement workers' dwelling House~~	Bldg		
B		6	Elliott Street	1914	~~Former Winearls Settlement workers' dwelling House~~	Bldg		
B		7	Elliott Street	1914	~~Former Scott bungalow House~~	Bldg		
B		8	Elliott Street	1914	~~Former Winearls Settlement workers' dwelling House~~	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
B		9	Elliott Street	1920	Former Tuffnell bungalow House	Bldg		
B		10	Elliott Street	1918	Former Winearls Settlement workers' dwelling House	Bldg		
B		12	Elliott Street	1918	Former Winearls Settlement workers' dwelling House	Bldg		
B		14	Elliott Street	1914	Former Winearls Settlement workers' dwelling House	Bldg		
C		15	Elliott Street	1920	Former Winearls Settlement workers' dwelling House	Bldg		
B		16	Elliott Street	1914	Former Winearls Settlement workers' dwelling House	Bldg		
B		17	Elliott Street	1920	Former Winearls Settlement workers' dwelling House	Bldg		
B		18	Elliott Street	1918	Former Winearls Settlement workers' dwelling House	Bldg		
B		19	Elliott Street	1920	Former Winearls Settlement workers' dwelling House	Bldg		
B		20	Elliott Street	1920	Former Winearls Settlement workers' dwelling	Bldg		
B		22	Elliott Street	1920	Former Winearls Settlement workers' dwelling	Bldg		
C		23	Elliott Street	1980	Former Winearls Settlement workers' dwelling	Bldg		
B		24	Elliott Street	1921	Former Winearls Settlement workers' dwelling	Bldg		
B		25	Elliott Street	1921	Former Winearls Settlement workers' dwelling	Bldg		
B		26	Elliott Street	1921	Former Winearls Settlement workers' dwelling	Bldg		
B		27	Elliott Street	1921	Former Winearls Settlement workers' dwelling	Bldg		
B		28	Elliott Street	1918	Former Winearls Settlement workers' dwelling	Bldg		
B		29	Elliott Street	1920	Former Blick bungalow House	Bldg		
A	42	9	Endeavour Street	1890	'Kopanga', former Grimmert residence	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
					Kapanga (dwelling)			
B	#2	14	Endeavour Street	1875	'Ronaki', former Allan residence Ronaki (dwelling)	Bldg		
B	#2	15	Fifeshire Crescent	1900	Former Davies/Dyson residence House	Bldg		
B	#2	17	Fifeshire Crescent	1900	House	Bldg		
B		10	Fountain Place	1900	Former Atkinson cottage House	Bldg		
C		11	Fountain Place	1900	House	Bldg		
C		12	Fountain Place	1915	House	Bldg		
B		13	Fountain Place	1870	House	Bldg		
B	#2	14	Fountain Place	1870	Former Frost cottage House	Bldg		
B		15	Fountain Place	1870	Former Johnson cottage House	Bldg		
B	#2	16	Fountain Place	1870	Former Atkinson cottage House	Bldg		
C		19	Fountain Place	1930	House	Bldg		
B	#2	21	Fountain Place	1880	Former McLachlan cottage House	Bldg		
C		23	Fountain Place	1900	Former Hill/Hughes cottage House	Bldg		
B	#2	24	Grove Street	1900	Former Sanders residence House	Bldg		
B		87	Grove Street	1890	Bush Inn Tavern	Bldg		
B		53	Halifax Street Paru Paru Road	1940	Former Fire Station	Bldg		
C	#2	82	Halifax Street	1925	Former Stratford dwelling and fence House	Bldg		
B		95	Halifax Street	1869	Former Levy cottage Mary-Anne Cottage	Bldg		
B		80	Hardy Street	1920	Pomeroy's Coffee and Tea Company	Bldg		
B		84	Hardy Street	1920	was Bed Bargain Shop	Bldg		
C		173	Hardy Street	1936	Former Norwich Union Chambers Harte Real Estate (former Norwich Union building)	Bldg		
C	#2	189 191	Hardy Street (Trafalgar St corner)	1940	Former CML Building	Bldg		
C	#2	204	Hardy Street	1956	Former New Zealand Insurance building Fell and Harley Barristers and Solicitors	Bldg		
B	#2	221	Hardy Street	1937	Former Public Trust Office	Bldg		
B	#2	222 220-228	Hardy Street	1900	Former Newman's Building/Briscoes	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
A	#2	~~242 232-244~~	Hardy Street	1880	~~Former Wilkins & Field Hardware Company shop & showroom Wilkins & Field (Mitre 10)~~	Bldg		Whole street facade including verandah
B	#2	244	Hardy Street	1866	~~Former Morrison, Sclanders & Co.'s warehouse Building on western corner of Morrison and Hardy Streets~~	Bldg		
B	#2	254	Hardy Street	1895	~~Former Staffordshire House Tressons Interior Design~~	Bldg		
C		257 and 259	Hardy Street	1880	Green Ginger/The Kitchen Dresser	Bldg		
C		258	Hardy Street	1890	Shops, accommodation, offices over	Bldg		
B		264	Hardy Street	1930	Egyptian food, Beggs, offices over	Bldg		
B	#2	274-278	Hardy Street	1930	~~Former St Albans House Zippy's cafe, accommodation over~~	Bldg		
B		280	Hardy Street	1860	Dick Tout's Beer Essentials	Bldg		
B		286	Hardy Street	1883	~~Former Caledonia House House of Gifts, accommodation over~~	Bldg		
A	#1 Historic Area	319	Hardy Street	1860	~~Former Hardy Street Girls' and Infants' School (Former)~~	Bldg		
B	#1 Historic Area	319	Hardy Street	1864 (installed)	~~Levinge type letter pillar / letter receiver Pillar Letter Box~~	Obj		
A	#2	320	Hardy Street	1890	~~Former St John's (Wesleyan) Methodist Church~~	Bldg	I/S	
B		320	Hardy Street	1899	~~Former St John's (Wesleyan) Methodist parsonage Former Methodist Minister's house (now Nelson Marlborough Institute of Technology)~~	Bldg		
B	#2	320	Hardy Street	1911	~~Former St John's (Wesleyan) Methodist Sunday School building Church Sunday School Hall (behind St John's Church)~~	Bldg		
C		326	Hardy Street	1920	Nelson Marlborough Institute of Technology Building (by St John's Methodist Ministers house)	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
A		333	Hardy Street	1904	Former Nelson Technical School NMIT Technical School Building	Bldg		
B	#2	380	Hardy Street East	1900	House	Bldg		
C		10	Hastings Street	1930	House	Bldg		
B		1/16	Hastings Street	1860	Former Britt cottage House	Bldg		
B		18	Hastings Street	1860	Cottage House	Bldg		
C		20	Hastings Street	1920	House	Bldg		
C		24	Hastings Street	1920	House	Bldg		
B		26	Hastings Street	1920	House	Bldg		
B		28	Hastings Street	1920	House	Bldg		
B		32	Hastings Street	1920	House	Bldg		
C		34	Hastings Street	1920	House	Bldg		
C		36	Hastings Street	1920	House	Bldg		
B		38	Hastings Street	1870	Cottage House	Bldg		
B		50	Hastings Street	1860	Former Ladd/Brooks/Tibble cottage House	Bldg		
B	#2	89	Haven Road	1890	Johnston House	Bldg		
A		176	Haven Road	1841	Memorial plaque	Obj		
A		205	Haven Road	1843	Gibson Cottage	Bldg		
B	#2	233	Haven Road	1860	Former Lukins residence House	Bldg		
B		235	Haven Road	1870	Former Sunday School (Anglican) and Port Mission Hall Old Church	Bldg		
A	#2	252	Haven Road	1904	Custom h House Hotel	Bldg		
A		16	Hilliard Street*	1848	Isel Park	Pl		
A	#2	16	Hilliard Street*	1850	Isel House	Bldg	I/S	
A		47 51	Hillwood Dr	1864	Hillwood House	Bldg		
C		14	Hope Street	1900	Former Millar residence House	Bldg		
C	#2	124	Kawai Street	1920	Former St John's Methodist Church Sunday School / former Nelson South Methodist Church / former Nelson Hospital Community Clinic & Social Hall Community Clinic Building	Bldg		
A	#2	515 523	Main Road Stoke	1864	St Barnabas' Anglican Church, stone chapel only	Bldg	S**	

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A			Maitai Valley Rd	1886	Smith Family Grave	Obj		
A		2	Malcolm Place*	1842	Haven Cemetery	PI		
A	#2	17	Manuka Street	1861	Former Maiben house / 'Newstead' / 'Renwick House' Renwick House (Newstead)	Bldg		
B		18	Manuka Street	1930	St Joseph's School Main building (also listed as 199 Collingwood St)	Bldg		
A	#2	18	Manuka Street	1882	St Mary's Catholic Church	Bldg	S**	
A	#2	46	Manuka Street	1860	Former Moore / Harris residence - 'Eden Villa' House	Bldg	S	
A	#2	193	Milton Street	1876	'Fellworth', former Sharp residence Fellworth (dwelling)	Bldg		
A	#1	276	Nayland Road*	1857	Broadgreen House	Bldg	I/S	
A		276	Nayland Road*	1851	Broadgreen Gardens	PI	S	
A		278	Nayland Road	1860	Former Broadgreen Estate farm worker's cottage and/or former Willow Brook Cottage Gatekeeper's Cottage	Bldg		
A	#1		Nelson Haven*	1862	Lighthouse (Boulder Bank)	Bldg	I	
C		21	New Street	1880	Former Twist residence & boarding house Wises picture framers	Bldg		
B	#2	16	Ngatitama Street	1900	Former Hodgson residence House	Bldg		
B	#2	24	Ngatitama Street	1900	Former Sunley hHouse	Bldg		
A	#2	32	Ngatitama Street [67 Waimea Road]	1930	Rutherford House, Nelson College Rutherford House	Bldg		
A	#2	37	Ngatitama Street [67 Waimea Road]	1931	Barnicoat House, Nelson College Barnicoat House	Bldg		
A			Ngawhatau Road		Orphanage Cemetery	PI		
A		10	Nile Street	1864	Former Hooper hHouse South Street Gallery	Bldg		Whole exterior including Nile and South Streets
A		14	Nile Street	1890	Former Campbell shop/dwelling Chiropractic Clinic	Bldg		Whole street facade and verandah
C	#2	28	Nile Street	1900	'Prescott', former Pasley residence House	Bldg		

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C	~~#~~ 2	41	Nile Street	1923	Marsden Church House/Marsden House	Bldg		
A	~~#~~ 1	~~413~~	Nile Street	1844	Former Bishop's School	Bldg		
A	~~#~~ 1	48	Nile Street (Collingwood Street corner)	1901	Nelson School of Music building	Bldg		
A	~~#~~ 2	64	Nile Street	1891	Trinity Presbyterian Church	Bldg	I/S	
B		70	Nile Street	1930	Nelson Central School building Main Block	Bldg		
B	~~#~~ 2	75	Nile Street	1900	Former Rev JH Mackenzie residence / Presbyterian manse Polytechnic Building	Bldg		
B	~~#~~ 2	94	Nile Street	1880	Former Hounsell/Gibbs residence House	Bldg		
B		113	Nile Street	1900	Prince Albert Hotel	Bldg		
B		140	Nile Street	1900	House	Bldg		
B		~~155~~	Nile Street	1900	'Wainui' / former Lightband residence Wainui House	Bldg		
B		156	Nile Street	1865	Former Irvine / Milner residence Lamorna (formerly Sunnybank)	Bldg		
C	~~#~~ 2	164	Nile Street	1900	Former Warnock residence House	Bldg		
C	~~#~~ 2	176	Nile Street	1900	Former Whiting / Goodall residence House	Bldg		
C	~~#~~ 2	181	Nile Street	1920	Former Adams residence House	Bldg		
B	~~#~~ 2	194	Nile Street	1900	Former Glasgow/Boyd/Simpson residence House	Bldg		
B	~~#~~ 2	198	Nile Street	1900	Former Walker residence House	Bldg		
B		9	Rentone St	1880	Cottage	Bldg		
A	~~#~~ 2	24	Richardson Street	1880	Former Tyree residence House	Bldg		
C	~~#~~ 2	2	Richmond Ave	1920	House	Bldg		
B	~~#~~ 2	4	Richmond Ave	1920	Former St John residence House	Bldg		
B	~~#~~ 2	10	Richmond Ave	1920	Former Cock/Leggatt residence House	Bldg		
B	~~#~~ 2	13	Richmond Ave	1925	Former WB Griffin residence House	Bldg		
B	~~#~~ 2	19	Richmond Ave-Extra	1863	Former Gray/ Richmond/ Houlker residence Houlker House	Bldg		
A			Rocks Road*	1841	Wakefield Landing Stone (opposite Richardson Street)	Obj		
A	~~#~~ 1		Rocks Road and Wakefield	1892	Rocks Road Chain Fence	Obj		

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			Quay*					
A	#2	6	Russell Street	1903	Former Webster House	Bldg		
A		8	Russell Street	1878	Former Simpson cottage/ 'Bank House', former Kidson house Blackmore Cottage	Bldg		
B		10	Russell Street	1913	Former James & Hannah Kidson villa House	Bldg		
B		11	Russell Street	1870	House	Bldg		
B		12	Russell Street	1888	Former Henry & Emma Kidson cottage House	Bldg		
B	#2	14	Russell Street	1890	Former Westrupp/McKenzie cottage House	Bldg		
B		15	Russell Street	1908	House	Bldg		
A	#2	16	Russell Street	1873	Former Beagley/Furneaux house House	Bldg		
B	#2	18	Russell Street	1904	Former Harris House	Bldg		
A	#2	20	Russell Street	1904	Former John & Eliza Ricketts House	Bldg		
B		20A	Russell Street	1930	House	Bldg		
B		21	Russell Street	1908	Former Graves House	Bldg		
B		23	Russell Street	1903	House	Bldg		
B		25	Russell Street	1870	House	Bldg		
B	#2	27	Russell Street	1880	Former Hogan/Dobson cottage House	Bldg		
B		28	Russell Street	1900	Former Vercoe/Stevens House	Bldg		
B		29	Russell Street	1870	House	Bldg		
B		30	Russell Street	1915	House	Bldg		
B		31	Russell Street	1870	Former Ricketts cottage House	Bldg		
C		33	Russell Street	1925	House	Bldg		
A		37	Russell Street	1880	Former Laird cottage House	Bldg		
C		1/39A	Russell Street	1870	House	Bldg		
A	#2	41	Russell Street	1870	Former Scott/Meikle/Vickerman/Evans House	Bldg		
B		45	Russell Street	1907	Former Kent / Moore / Priest house – 'Hillcrest' House	Bldg		
B		49	Russell Street	1933	House	Bldg		
C		52	Russell Street	1900	House	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
C		53	Russell Street	1922	House	Bldg		
C		52	Rutherford Street	1870	The Brown House	Bldg		
A	#1	78	Rutherford Street	1878	Theatre Royal	Bldg		Whole interior (auditorium only) and whole street facade
C		109	Rutherford Street	1920	The Cycle Shop	Bldg		
B	#2	114	Rutherford Street	1900	Former Cotterell/Baigent House Baigent's House	Bldg		
B		116	Rutherford Street		Stone wall	Obj		
B		Between 134 & 136	Rutherford Street*	1853	Quaker Cemetery	PI		
C		136	Rutherford Street	1930	Former dwelling / Nelson Community Potters Pottery House	Bldg		
A	#2	216	Rutherford Street	1887	Cottage	Bldg		
A	#2	218	Rutherford Street	1887	Cottage	Bldg		
A	#2	220	Rutherford Street	1887	Cottage	Bldg		
A	#2	222	Rutherford Street	1887	Cottage	Bldg		
A	#2	224	Rutherford Street	1887	Cottage	Bldg		
A	#2	226	Rutherford Street	1887	Cottage	Bldg		
B	#2		Trafalgar Square Corner of Selwyn Pl & Trafalgar Sq, Pikiwai/Church Hill*	1918	Statue World War 1 Anzac Memorial	Obj		
A	#1 Historic Area		Trafalgar Square Selwyn Pl, Pikiwai/Church Hill*	1912	Church Steps	PI		
B	#2 Historic Area	64-65	Selwyn Place	1884	The Nelson Club	Bldg		
B		13	Seymour Ave	1915	'Sunnyside Estate' villa House	Bldg		
B		15	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
B		16	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		17	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
B		18	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
B		20	Seymour Ave	1930	'Sunnyside Estate' bungalow House	Bldg		
B		21	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
B		22	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		23	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
B		25	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
C		26	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		27	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		29	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		31	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		33	Seymour Ave	1920	'Sunnyside Estate' transitional bungalow House	Bldg		
B		35	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
B		37	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		39	Seymour Ave	1920	'Sunnyside Estate' transitional villa House	Bldg		
B		41	Seymour Ave	1920	'Sunnyside Estate' transitional villa House	Bldg		
B		43	Seymour Ave	1920	'Sunnyside Estate' bungalow House	Bldg		
B		50	Seymour Ave	1930	'Sunnyside Estate' bungalow / former Fitzsimmons House	Bldg		
B		52	Seymour Ave	1930	'Sunnyside Estate' bungalow House	Bldg		
C		1/54	Seymour Ave	1930	'Sunnyside Estate' bungalow House	Bldg		
B		55	Seymour Ave	1920	'Sunnyside Estate' transitional villa House	Bldg		
C		56	Seymour Ave	1920	'Sunnyside Estate' villa House	Bldg		
B		57	Seymour Ave	1920	'Sunnyside Estate' transitional villa House	Bldg		
B		58	Seymour Ave	1900	'Sunnyside Estate' villa/ 'Brooklyn', former Pitt house House	Bldg		
B		59	Seymour Ave	1920	'Sunnyside Estate' transitional villa House	Bldg		
B		25	Shelbourne Street*	1800	Site of Old Shelbourne Street Jail (site only)	PI		
A		25	Shelbourne Street*	1842	Hallowell Cemetery	PI	S	
A		46	Shelbourne Street	1855	Former Sharp/Rout residence House	Bldg		
A		1	South Street	1863	Former Minnie Jennens cottage House	Bldg		
B		3	South Street	1864	Cottage House	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
B		4	South Street	1865	Former Robertson Hhouse	Bldg		
B		5	South Street	1910	Former McCoig cottage/Hall villa House	Bldg		
A		6	South Street	1865	Former Robertson cottage House	Bldg		
B		7	South Street	1920	Villa House	Bldg		
A		8	South Street	1865	Former McCulloch/Reardon cottage House	Bldg		
B		9	South Street	1920	Former Jeakings villa House	Bldg		
B		10	South Street	1864	Former Robertson Hhouse	Bldg		
A		11	South Street	1863	Former Burke cottage House	Bldg		
A		12	South Street	1863	Former Robertson cottage House	Bldg		
A		13	South Street	1863	Former Johnston cottage House	Bldg		
A		14	South Street	1864	Former Buchanan cottage House	Bldg		
B		15	South Street	1900	Former Drummond Hhouse	Bldg		
A		467	Suffolk Road	1841	Oaklands	Bldg		
C	H2	1	Synagogue Lane	1850	Former Murray residence Craigleen House	Bldg		
B	H2	11	Tasman Street	1900	Former Higgs Hhouse	Bldg		
A	H2	34	Tasman Street	1860	Cottage House	Bldg		
A	H2	36	Tasman Street	1860	Cottage House	Bldg		
B		40	Tasman Street/Grove Street Corner	1880	Former Puddicombe's grocery store & dwelling The Green Grocer	Bldg		
A	H2	135	Tasman Street	1860	Former Newport cottage House	Bldg		
C	H2	151	Tasman Street	1920	Former Samuel residence House	Bldg		
B			Trafalgar Square*	1842	Tent Site (opposite Betts Carpark)	PI		
B	H2 Historic Area	324	Trafalgar Square	1936	Former Plunket and Rest Rooms	Bldg		
B	H2	328	Trafalgar Square	1910	Former Harley residence/ 'Fifeshire House' Radio Fifeshire (Harley House)	Bldg		
C		349	Trafalgar Square	1900	House	Bldg		
B			Trafalgar Street: around Symons Memorial gaslamp (centre of road between	1865	Boulder Bank kerbstones	Obj		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
			~~Hardy Street and Selwyn Place) east side between Hardy Street and Selwyn Place around gas light*~~					
B		31	Trafalgar Street	1880	Former Trafalgar Park Store ~~Shop/accommodation~~	Bldg		
B		33	Trafalgar Street	1900	Former Winearls Settlement workers' dwelling House	Bldg		
B		35	Trafalgar Street	1914	Former Winearls Settlement workers' dwelling House	Bldg		
C		~~120-106~~ 86-110	Trafalgar Street*	1938	Former Government Life Insurance Building/ former State Advances building/ Nelson City Council building (former State Advances building)	Bldg		
B	#2	~~91-89-95~~	Trafalgar Street	1930	State Theatre & Chambers building / State Cinemas ~~State Chambers film theatre~~	Bldg		
B		109	Trafalgar Street	1930	Former Neale & Haddow building ~~Stroud House~~	Bldg		
B		121	Trafalgar Street	1920	Former S[ophia] Anstice, Son & Co. building (extension) ~~Anstice building~~	Bldg		
B		157-171	Trafalgar Street [63 Bridge St]	1920	Former Freemasons' Tavern/Arms/ former Odd Fellows' Arms/ former Marine Hotel/ former Central Hotel The Coffee Pot	Bldg		
B		163	Trafalgar Street	1842	Pavlova Backpackers	Bldg		
C	#2	194-196	Trafalgar Street	1880	Former Hope Fruit Store / former Dickson's Saddlery ~~Katie's Fashions~~	Bldg		
B		207	Trafalgar Street	1910	Nelson City Pharmacy	Bldg		
C		232	Trafalgar Street	1920	Whitcoulls Bookstore	Bldg		
B	#2	240	Trafalgar Street	1929	Former GM Rout & Sons building ~~Kitts Shoestore~~	Bldg		
B	#2	243 ~~232~~ 241-245	Trafalgar Street	1930	'The Ritz' - & Louis Kerr Ltd Bldg	Bldg		
A	Histori	276	Trafalgar Street	1900	Former Ernest Richards' tailor's shop	Bldg		Whole street facade and

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
	c Area				~~Pomeroy's Cafe Wine Bar~~			verandah
A	#2 Historic Area	280	Trafalgar Street	1906	~~Former Pitt & Moore building~~ ~~Development House~~	Bldg		Whole street facade
A	#1 Historic Area	281	Trafalgar Street	1889	~~Former NZ Insurance Company building~~ ~~Victorian Rose tavern~~	Bldg	I	Whole interior (includes walls, ceilings and fireplaces only), whole street facade
B	#2 Historic Area	284-286	Trafalgar Street	1930	~~Former Dalgety & Co. Ltd building~~ ~~Blackmores Booksellers~~	Bldg		
A	#2 Historic Area	294-296	Trafalgar Street	1900	~~Former Vining building / former Chez Eelco / Nelson Women's Club~~	Bldg		Facade above verandah and verandah
A	#2 Historic Area	300	Trafalgar Street	1887	~~Former JW Tatton & Son building~~ ~~Smythe Building~~	Bldg		Whole Trafalgar Street and Selwyn Place facades, excluding brick building
A	Historic Area	305	~~Trafalgar Square Street~~	1925	Cathedral	Bldg	S**	
A		422	Trafalgar Street*	1850	Old Cemetery (Fairfield Park)	PI	S	
B			~~Trent Drive~~ Rapide Place, Nelson Airport	1943	Hangar 2/Air Nelson Hangar	Bldg		
A	#1	48	Van Dieme ~~an~~ Street	1875	~~'Fairfield', former Atkinson residence~~ ~~House~~	Bldg	S	
A	#1	30	Vanguard Street	1868	All Saint's Anglican Church	Bldg	S**	
B		125	~~Waimea Road~~	~~Pre 1889~~	~~Wakatu Lodge / former Harley residence~~	Bldg		
A	#1 Historic Area	233 223	~~Waimea Road Bishopdale~~	1877	Anglican Chapel of the Holy Evangelists/ <u>Bishopdale Chapel</u> (Anglican)	Bldg	S**	
B			Wakapuaka Rd SH6	1860	St Andrew's Churchyard Cemetery	PI		
A	#2		Wakefield Quay*		Stone Wall (in front of former Rowing Club and between old Powerhouse and Launch ramp by Rescue Centre)	PI		
B	#2	258	Wakefield Quay	1928	~~Former Anchor Shipping Company office and Foundry Co. Ltd building~~	Bldg		

Group	HPT Rank	Street No.	Street Address *= Council Owned	Date	Name	Building, Place, or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
B		300	Wakefield Quay*	1923	Former Nelson Power House	Bldg		
A	#2	326	Wakefield Quay (opposite 333)	1880	The Boathouse (former Iron Duke Sea Scouts building)	Bldg		
C		335	Wakefield Quay	1930	House	Bldg		
B		337	Wakefield Quay	1870	Former Lambert/Dyce House	Bldg		
B		339	Wakefield Quay	1862	Former Lambert/Fowler House	Bldg		
C		345	Wakefield Quay	1930	House	Bldg		
A		350	Wakefield Quay (opposite 341)	1900-1940	Former Nelson Rowing Club boat shed/ former Nelson Sailing and Power Boat Club boat shed/ Boat eShed Cafe	Bldg		
B		367	Wakefield Quay	1870	Former Nicholls/Russell cottage House	Bldg		
B		369	Wakefield Quay	1870	House	Bldg		
C		375	Wakefield Quay	1900	House	Bldg		
A		383	Wakefield Quay	1900	'Tennyson', former Nell Everett residence House	Bldg		
A		385	Wakefield Quay	1900	Former John and Bertha Everett residence House	Bldg		
C		411	Wakefield Quay	1900	House	Bldg		
C	#2	35	Washington Road	1865	Former Simpson cottage Cobb House	Bldg		
A	#2	42	Weka Street	1900	Former Short residence Hostel Paradise	Bldg		
A	#2	5	Whitby Road	1890	'Rutherglen'/former Brown residence	Bldg		

Minor corrections only.

The following house was ranked but is not subject to the provisions of this Plan as it has they have a more stringent covenant with Heritage New Zealand Pouhere Taonga the Historic Places Trust.

Group	HPT Rank	Street No.	Street Address	Date	Name	Building, Place or Object	Interior/ Surround	Features of particular heritage significance (Inner City Zone only)
A	#1	77	Covent Drive	1853	'Woodstock Park' House homestead	Bldg		
A	#2	309	Hardy Street	1911	Former Nelson Institute Library & Museum/ New Zealand School of	Bldg		Whole street façade including Hardy, Harley

					Fisheries			and west façades
A	<u>1</u>	170-172	Milton Street	1869	~~'Grove House', former Harley residence~~ Harley House	Bldg		

Appendix 5 Conservation Overlay (schedule of sites)

Minor corrections only.

Table 5.1 Conservation Overlay - please see the Planning Maps (under layer group 'NRMP General Overlays')

Appendix 7 guide for subdivision and structures in the landscape overlay

This Appendix had amendments to it under PC29, the recommendation is to reinstate the Operative version with minor corrections.

Minor corrections only.

AP7.i This guide applies to all land shown on the Planning Maps (under layer group 'NRMP General Overlays') as subject to the Landscape Overlay.

Appendix 8 Church Hill viewshaft (notified deleted)

This Appendix was deleted under PC29, the recommendation is to reinstate the Operative version with minor corrections.

Minor corrections only.

AP8.1.i The view shaft, as shown on the Planning Maps (under layer group 'NRMP General Overlays'), originates from the Church Steps at the top end of Trafalgar Street.

Minor corrections only.

AP8.2.iii The Planning Maps (under layer group 'NRMP General Overlays') show height contours for the view shaft at 1m intervals in terms of NCC datum.

Appendix 9 landscape components and views

Minor corrections only.

AP9.1.v Where land on the foothills above Ngawhatu and Marsden Hills—~~Schedule K, chapter 8,~~ has been zoned for Higher Density Small Holdings, subdivision of land must demonstrate the clustering of development into enclaves separated by open space and reserves so as to preserve the landscape values of those hills as a backdrop to Stoke.

Minor corrections only.

AP9.3.iv The ridge becomes a skyline for much of the area from which it is viewed, and this part of the landscape is most sensitive to change. Views from public vantage points on the ridges are also important. Subdivision and all other development should be carefully sited and developed so as not to adversely affect the natural character and quality of the ridge area.

Appendix 10 standards and terms for parking and loading

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

AP10.i This appendix deals with all requirements relating to parking and loading, including cycle parking and end of trip facilities.

This rule had amendments to it under PC29, the recommendation is to retain the amendments with minor corrections.

AP10.1.i For Residential, Inner City, Industrial and Suburban Commercial zones: Parking spaces for people with disabilities, cycle parking, end of trip facilities, loading and queuing must be provided.

For all other zones: Parking, loading and queuing must be provided.

All required parking spaces (including for people with disabilities), cycle parking, end of trip facilities, loading and queuing must be provided and maintained on each site in accordance with this appendix:

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

Minor corrections only.

AP10.2 **definitions – Note: all defined terms in this appendix are now linked to their definition** *[definitions have been brought back into the chapter for clarity]*

All weather surface means construction of a carriageway with adequate drainage, a sound subgrade and compacted graded aggregates that results in a carriageway that is usable by vehicles in all weather conditions.
Note: The expression “150mm compacted AP40 basecourse (min)” shall have the same meaning as weather surface. This expression should be used on plans and specification for developments requiring an all weather surface under this Plan.

Classified Road means roads with a hierarchical classification of Arterial, Principal and Collector. Refer to chapter 4 ‘Transport’ of the Nelson Tasman Land Development Manual 2020 (NTLDM).

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

Farming activities means an activity for growing crops (including trees) or breeding or rearing live stock animals and includes a hobby farm.
Clarity Note: For the purpose of this Appendix farm housing is classed as a residential activity.

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

<u>Parking space</u>	<u>means a useable, on-site, formed, marked space where vehicles can park.</u>
<u>Permanent surface</u>	<u>means construction of a carriageway with adequate drainage, a sound subgrade and compacted graded aggregates that results in a carriageway that is usable by vehicles in all weather conditions.</u>
<u>Professional Staff</u>	<u>means medical practitioners, dentists, physiotherapists, practice nurses and any other specialist employed at a health facility whose patients may consult for the provision of medical advice independently. For the purpose of this definition, it includes veterinary surgeons, but excludes medical receptionist and general nursing assistants.</u>
<u>Queuing space</u>	<u>means a useable, on-site, formed space, which complies with the relevant standards in Appendix 9 and Appendix 10, where vehicles can stand while awaiting goods or services.</u>
<u>Queuing lane</u>	<u>means an on-site vehicle access lane containing one or more queuing spaces, where vehicles can queue one behind the other, in line, while awaiting goods or services.</u>
<u>Road</u>	<u>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 Roading Powers Act 1989.</u>
<u>Unclassified road</u>	<u>means roads with a hierarchical classification of Sub-Collector, Local Roads and Residential Lanes. Refer to chapter 4 'Transport' of the Nelson Tasman Land Development Manual 2020 (NTLDM).</u>
<u>Unit</u>	<u>In the case of Short Term Living Accommodation means:</u> <u>a room for sleeping guests let for a single tariff (for example, in a studio motel, hotel room, studio apartment, cabin), or a dormitory style room let to multiple parties generally for individual tariffs (for example, some backpacker or hostel accommodation), or</u> <u>a collection of rooms for sleeping guests which form an entity and which are usually let together for a single tariff (for example, a multi bedroom motel, hotel suite, or apartment).</u>
<u>Vehicle Parking Facilities</u>	<u>means an activity where the service provided is parking for vehicles and includes commercial car and truck parks and also includes parking ancillary to the predominant activity, where the traffic flow or parking is controlled by means of a vehicle control point such as a service booth or automated entry control device.</u>

Table 10.3.1 – coach loading and queuing space requirements

Minor corrections only.

Activity	Coach Loading or Queuing Spaces Required
Drive-through Activities (see definition)	- on-sites gaining drive-through access off a road or roads classed as a <u>State Highway</u>, Arterial, Principal or a Proposed <u>State Highway</u>, Proposed Arterial or Proposed Principal road in Council's ~~R~~road ~~H~~ierarchy: 8 queuing spaces/site. - on all sites other than those sites gaining drive-through access off a road or roads classed as a <u>State Highway</u> 6, Arterial, Principal or a Proposed <u>State Highway</u> 6,

	Proposed Arterial or Proposed Principal road in Council's ~~R~~oad ~~H~~ierarchy: 4 queuing spaces/site shall be provided. Where a site gains drive-through access off more than one road and such roads fall in the ~~R~~oad ~~H~~ierarchy category covered in both a. and b. above then 6 queuing spaces shall be provided on-site.
Service Stations	Queuing requirements: a. On-sites where drive through access to the pump islands are gained off a road or roads classed as a <u>State Highway 6</u>, Arterial, Principal or a Proposed <u>State Highway 6</u>, Proposed Arterial or Proposed Principal road in Councils ~~R~~oad ~~H~~ierarchy: 2 queuing spaces/entrance into the site. b. On-sites where drive through access to the pump islands are gained off a road or roads other than roads classed as a <u>State Highway 6</u>, Arterial, Principal or a Proposed <u>State Highway 6</u>, Proposed Arterial or Proposed Principal road in Council's ~~R~~oad ~~H~~ierarchy: 1 queuing spaces/entrance into the site. c. 3 queuing spaces/car wash or drive-through vehicle service or inspection facility.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.4.iii

For Inner City and Suburban Commercial zones and residential activities:
Where parking spaces are provided on site a minimum number of accessible parking spaces must be provided in accordance with Table AP10.4.1.

This new rule was introduced under PC29, the recommendation is to retain it.

Table AP10.4.1 - calculating accessible parking spaces - residential activities

<u>Number of residential units</u>	<u>Minimum number of accessible parking spaces</u>
10 - 19	Not less than <u>1</u>
20 - 29	Not less than <u>2</u>
30 - 39	Not less than <u>3</u>
For every additional 10 dwellings or units	Not less than <u>1 additional space</u>

AP10.4.iv

For the Residential Zone, accessible parking spaces must be provided for developments including 10 or more residential units, at a rate of at least 1 accessible park for 10% of the number of residential units on a site. Where the assessment of the number of accessible units results in a fractional number, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one residential unit.

AP10.4.v

Accessible car park spaces must be provided as close as practicable to the accessible building entrance to the associated activity, and the most direct route from the accessible car park spaces to the activity must be accessible. The accessible spaces must be clearly signed and located to avoid conflict between vehicles and people using or moving to or from the space.

AP10.4.vi

In car parking buildings or basements there must be a vertical clearance of not less than 2.5m at accessible parking spaces, and along the full length of any

route providing vehicular access to or from those parking spaces.

AP10.4.vii

Activities that do not comply with the permitted standards of AP10.4 are a discretionary activity.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.4A

parking spaces for cycles

AP10.4A.i

In Residential, Inner City, Industrial and Suburban Commercial zones: The activities specified in table 10.4A.1 must provide at least the minimum number of cycle parking spaces specified.

Table AP10.4A.1 - cycle parking

Activity	Visitor Cycle Parking	Secure Long Stay Cycle Parking
<u>Education Facilities:</u>		
a. <u>Pre school</u>	a. <u>1 per 10 children</u>	a. <u>1 per 3 FTE staff; and 1 per 7 children</u>
b. <u>Primary</u>	b. <u>1 per 30 students</u>	b. <u>1 per 3 FTE staff; and 1 per 5 students</u>
c. <u>Secondary</u>	c. <u>1 per 100 students</u>	c. <u>1 per 3 FTE staff; and 1 per 5 students</u>
d. <u>Tertiary</u>	d. <u>1 per 100 FTE students</u>	d. <u>1 per 4 FTE staff; and 1 per 4 students</u>
<u>Veterinary clinics and Health Facilities (excluding hospitals)</u>	<u>1 per 10 FTE staff</u>	<u>1 per 8 FTE staff</u>
<u>Hospitals and Retirement Villages</u>	<u>1 per 30 beds</u>	<u>1 per 15 beds</u>
<u>Industrial activity</u>	<u>1 per 1,000m² GFA</u>	<u>1 per 750m² GFA</u>
<u>Offices</u>	<u>1 per 1,500m² GFA</u>	<u>1 per 150m² GFA</u>
<u>Places of Entertainment and Assembly</u>	<u>1 per 100m² Public Floor Area</u>	<u>1 per 1,000m² Public Floor Area</u>
<u>Restaurants and cafes</u>	<u>1 per 300m² Public Floor Area</u>	<u>1 per 100m² Public Floor Area</u>
<u>Residential Activities</u>	<u>1 per 10 residential units</u>	<u>In residential units without a garage: 1 per dwelling plus 1 per 2 bedrooms</u>
<u>Retail:</u>		
a. <u>Large Format Retail/Service Stations</u>	a. <u>1 per 1,000m² GFA</u>	a. <u>1 per 750m² GFA</u>
b. <u>All other retail</u>	b. <u>1 per 500m² GFA</u>	b. <u>1 per 200m² GFA</u>

Note: In this table FTE means Full Time Equivalent.

AP10.4A.ii

When the assessment of the total number of cycle parking spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one space.

AP10.4A.iii

Visitor cycle parking spaces shall not be required where:

- the building setback is 0m for the entire frontage of the subject site; or
- a publicly available cluster of cycle spaces is located within 25m of the public entrance of the activity and in sufficient quantities to meet the levels otherwise required by AP10.4A.1.

AP10.4A.iv

All required cycle parking must be located and designed in a manner that is:

- in a location directly accessible from either the road, vehicle access, pedestrian access or car parking area; and
- fully sheltered from the weather; and
- lockable and secure; and
- not part of any required outdoor living space or landscaped area; and
- artificially lit where the parking is located inside or operates outside of daylight hours.

Note: Further guidance on bicycle parking design can be found in Waka Kotahi Cycling Network Guidance Technical Note, Cycle Parking Planning and Design December 2022.

AP10.4A.v

Activities that do not comply with the permitted standards of AP10.4A are a restricted discretionary activity. Discretion is restricted to the matters listed in AP10.15.3 below.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.4B **end of trip facilities**

AP10.4B.i

In Residential, Inner City, Industrial and Suburban Commercial Zones: end-of-trip facilities (intended for staff use) shall be provided as listed in Table 10.4B.1.

Table 10.4B.1 - end of trip facilities (intended for staff use)

<u>Number of cycle and micromobility parking spaces provided for staff</u>	<u>Minimum number of standard shower cubicles required</u>	<u>Minimum number of accessible shower cubicles required*</u>	<u>Minimum number and type of changing rooms required**</u>
1-9	0	1	0
10-50	1 per 25 cycle spaces	No less than 10% of the total shower cubicles must be accessible.	1 ungendered
51-150	1 per 40 cycle spaces	No less than 10% of the total shower cubicles must be accessible.	2 ungendered
Each additional 100 cycle spaces	2 additional cycle spaces	No less than 10% of the total shower cubicles must be accessible.	1 additional ungendered

*Each shower cubicle and accessible shower cubicle must have its own dry area for changing.

**The changing rooms specified in this table are additional to the dry area for changing required to be provided with each shower cubicle.

AP10.4B.ii

When the assessment of the total number of facilities results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one.

AP10.4B.iii

One secure gear locker per cycle parking space must be provided.

AP10.4B.iv

Activities that do not comply with the permitted standards of AP10.4B are a restricted discretionary activity. Discretion is restricted to the matters listed in AP10.15.3 below.

AP10.5 **dimensions - parking spaces and set down areas**

Minor correction only.

AP10.5.i

Every parking space must be of a useable shape and condition and must meet the following requirements:

- a. An individual parking space must have the minimum dimensions of 3m wide and 5m long which provides sufficient space for the doors of a 85 percentile design car to be opened to allow a person to enter or exit the design car;¹ and
- b. For two or more parking spaces (side by side) carparking spaces and access thereto must comply with one of the two methods described below. Applicants must state which of the two methods below has been used to achieve compliance:
 - i. Table 10.5.1 Method: Compliance with the parking layout provisions of Table 10.5.1 below;¹ or
 - ii. 85 Percentile Car Method: Compliance with the 85 percentile car tracking curve detailed in Appendix 12 - Tracking curves. Provided these minimum parking space dimensions must apply:

Side by Side Carparks: 5m long and 2.5m wide each, or Parallel Carparks: 6m long and 2m wide each;¹ and

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.5A

electric vehicle supply equipment

AP10.5A.i

In the Residential, Inner City and Suburban Commercial zones: Any residential unit with a dedicated resident car parking space must provide the following for a minimum of 1 car parking space to support the charging of electric vehicles:

- a. sufficient space on the switchboard(s) for a residual current device; and
- b. appropriately sized and located mains; and
- c. the necessary conduit, cable route and/or cable ladders, whichever is appropriate.

Note: this standard does not apply to visitor car parking.

Refer to the following standards and guidelines:

- : Australian/New Zealand Wiring Rules AS/NZS 3000:2018
- : SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use
- : SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications
- : WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2.

AP10.5A.ii

Activities that do not comply with the permitted standards of AP10.5A.i are a discretionary activity.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.5B

lighting for parking spaces

AP10.5B.i

In Residential, Inner City and Suburban Commercial zones: All vehicle, or cycle parking spaces, loading spaces, or manoeuvring areas, (excluding those for residential activities, and those contained within buildings such as garages), which are used during the hours of darkness must be illuminated in accordance with AS/NZS 1158.3.1:2020 Pedestrian area (Category P) lighting - Performance and design requirements (P11), during the hours of operation of the activity that the areas serve and incorporate CPTED principles.

AP10.5B.ii

In Residential, Inner City and Suburban Commercial zones: Artificial lighting for vehicle, or cycle parking spaces, loading spaces, or manoeuvring areas for residential activities is required where:

- a. there are four or more residential units with 10 or more parking spaces (excluding parking spaces within buildings).

AP10.5B.iii

Activities that do not comply with the permitted standards of AP10.5B.i are a discretionary activity.

AP10.6 loading spaces

This rule had amendments to it under PC29, the recommendation is to retain the amendments with minor corrections.

AP10.6.ii

Loading spaces need not be provided for any of the following activities, unless otherwise required by a resource consent:

- a. Residential Activities (including Home Occupations) in zones other than Residential, Inner City and Suburban Commercial zones;
- b. Farming Activities;
- c. Activities in the Coastal Marine Area or Conservation Zone;
- d. Small Unstaffed Network Utility Buildings.

Loading spaces need not be provided in any of these localities:

- i. On any scheduled frontage shown on the Planning Maps (under the group layers 'NRMP General Overlays: layer 'Scheduled Streets')-LH1, RH1;
- ii. On sites with frontage to any public carpark at the Stoke Centre;
- iii. On sites with frontage to any roads, other than Main Road Stoke, at the Stoke Centre.

Table 10.6.1 - loading space, size, and design vehicle specification

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

<u>Gross Floor Area of Activity /number of residential units</u>	<u>No. of Loading Spaces Required</u>	<u>Minimum Loading Space Size</u>	<u>Design vehicle</u>
...			
<u>Residential activities in a Residential, Inner City and Suburban Commercial Zone where vehicle access is not provided</u>			
<u>10 or more residential units</u>	<u>1</u>	<u>6.4m length 3.5m wide 2.8m high</u>	<u>6.4m van</u>

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

AP10.6.iv**Notes:**

...

- c. When the assessment of the number of loading spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space.

...

AP10.8 surfacing of parking and loading spaces

...

Minor corrections only.

AP10.8.ii

In the Residential Zone the following areas shall be permanently surfaced. See definition and Figure 10 in Appendix 11.

- a. all vehicular access from a public road from the sealed carriageway of the road to a point at least 5m into the site measured from the road boundary₁ and

(Note: The purpose of this clause is to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane).

- b. all vehicular access which serves more than one household unit or site₁ and
- c. all vehicular access with a gradient steeper than 1 in 5.

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

Except as provided above, all vehicular access in the Residential Zone shall be formed to an all weather surface (see definition)₂

Minor corrections only.

AP10.8.iii

In the Rural Zone all vehicular access from a public road shall:

- a. be permanently surfaced (see definition and Figure 10 in Appendix 11) from the sealed carriageway of the road to a point at least 5m into the site measured from the road boundary₁ and
 - b. comply with the requirements contained in Appendix 11.
- ...

AP10.9 location of parking and loading areas

Minor corrections only.

AP10.9.iii

No part of any parking or loading space or associated manoeuvring area may be located between a road widening designation as shown on the Planning Maps (under layer group 'NRMP Roads'), and defined in Appendix 24 - Designations, and the road boundary.

AP10.11 manoeuvring/non-reversing streets

...

Minor corrections only.

AP10.11.iii

No reverse manoeuvring onto or off a road is permitted where:

- a. the site has vehicular access to a ~~C~~classified ~~R~~oad₁ or
 - b. where any vehicle entrance serves more than 3 car parking and/or loading spaces₁ or
 - c. a rear site has access provided by a mutual right of way₁ or
 - d. vehicular access to the site is from a road with a legal speed greater than 50kmh.
-

AP10.14

queuing

AP10.14.1

application

...

Minor corrections only.

AP10.14.1.ii

The number of queuing spaces provided must be in accordance with Table 10.3.1 provided the number of queuing spaces may be reduced to 1 space, for service stations or drive-through facilities, if

- a. There is an adjacent vehicle moving lane which:
 - i. is served by an adjacent vehicle control point; and
 - ii. allows vehicles to move in the same direction as in the main queuing lane; and
 - iii. has a minimum width of 2.6m; and
 - iv. complies with manoeuvring, access, formation and marking standards for a queuing lane.

AP10.14.2

queuing space and queuing lane on-site layout

Minor corrections only.

AP10.14.2.i

Every queuing space must be of a useable shape and condition, be wholly contained on the site it is intended to serve, within a queuing lane and comply with the following requirements:

- a. A queuing space must be not less than 6m long and 2.6m wide; and
- b. All queuing spaces must be located in a nose to tail fashion in the queuing lane between the vehicle entrance on the site boundary and the nearest vehicle control point and but shall not obstruct parking, required loading or other required queuing areas and access thereto; and
- c. All queuing spaces and the queuing lane must be formed and maintained to a permanent surface; and
- d. The queuing lane is to comply with the 85 percentile car tracking curve (see AP12.1 — Clearances additional to tracking curves) or any larger tracking curve which may be required under clause h. below; and
- e. The traffic direction in the queuing lane is to be one way only provided this shall not apply to fuel dispensers in service stations. However, no reverse manoeuvre on or off any road is permitted; and
- f. Traffic conflicts which may impede traffic flow to or from the vehicle control point along the queuing lane are not permitted i.e. many access lanes to one vehicle control point is not permitted (e.g. a merging lane) but one access branching to many vehicle control points will be permitted (e.g. multi island fuel dispensers); and
- g. With the exception of queuing lanes associated with fuel dispensers in service stations, the queuing lane is to be permanently marked on the pavement surface together with such traffic control direction as will contribute to its safe use; and
- h. Where the drive-through activity or vehicle parking facility is intended predominantly for vehicles larger than cars then the queuing space, manoeuvring area, formation and marking must be adequate to suit the

predominant vehicle to be used. In such cases the minimum standard is the 85 percentile 2 axle truck shown in Appendix 12 - Tracking curves.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.14A **maximum car parking calculation**

AP10.14A.1 **application**

AP10.14A.1.i AP10.14A is only applicable to the Inner City Zone.

AP10.14A.1.ii Parking spaces (where provided voluntarily) must take place within the net area of the site at which the activity takes place, and must not exceed the maximum number of car parking spaces calculated in accordance with Table 10.14A.1, with the exclusion of any accessible car parks required in accordance with AP10.4.
Activities that exceed the parking space maximums listed in 10.14A.1 are discretionary.

AP10.14A.1.iii Whenever a building is increased in floor area, or undergoes a partial or total change in activity, carparking calculations for the existing part of the building (if any) or that part remaining in the existing activity, shall remain unaltered. In this case the calculations relevant when the original activity, or part of it, shall continue to apply. Carparking for the increased floor area or that area with a new or altered activity shall be calculated in accordance with Table 10.14A.1.

AP10.14A.1.iv Where the activity on the site involves more than one category of use listed in 10.14A.1, the maximum number of on-site parking spaces permitted on that site will be the sum of the totals for each category.

For example, a retail shop, although the principal activity is a “Retail Activity”, may comprise selling areas, ancillary storage, a tea-room, workroom and circulation spaces (e.g. corridors).

The parking rate would be:

<u>Part of Building or Site</u>	<u>Activity Category from Table 10.14A.1</u>
<u>For the selling/ display area</u>	<u>Retail Activities</u>
<u>Workroom</u>	<u>Industrial Activity</u>
<u>Ancillary Storage</u>	<u>Storage ancillary to the principal activity</u>
<u>Circulation Areas, Tea-rooms etc.</u>	<u>Ancillary Areas i.e. Retail Activities</u>

When the assessment of the total number of parking spaces or queuing spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space. However, the minimum limit for parking for any activity shall be one parking space.

For example, 3.2 parking spaces will be rounded down to 3 parking spaces but 3.5 parking spaces will be rounded up to 4 required parking spaces and for 0.4 of a parking space, one parking space will be the maximum number of spaces permitted.

When the parking requirement is stated as the number of parks required per 100m² or similar, the number of parks required is to be calculated on a proportional basis.

For example, at a parking rate of 4 parks per 100m² gross floor area a 455m² development will require $(455/100) \times 4$ parks, this equals 18.2 parks. Using the rounding provisions explained above the development is permitted to provide a maximum of 18 car parks.

Table 10.14A.1 - car parking calculations and maximum standards

(Note: Table 10.14A.1 is not applicable to zones other than Inner City Zone)

<u>Activity</u>	<u>Maximum permitted number of car parking spaces (excluding any accessible car parks required in accordance with AP10.4).</u>
Ancillary Areas including circulation areas (e.g. corridors), conveniences, tea-rooms etc.	The rate required for the principal activity.
Commercial Garages and Service Stations (see definition)	1 space/40m ² of gross floor area or 2 spaces per site whichever is the greater, plus 4 spaces per workshop bay, 2 spaces per 3 employees on the site, 3 spaces per car wash, and 1 space per air hose.
Education Facilities (Pre-school and Primary)	1 space per staff member + 1 space/12 students.
Education Facilities (Secondary)	1 space/staff member + 1 space/50 students + 1 space/12 full time students over 15 years of age.
Tertiary Education Facilities	1 space per 5 EFTS.
Health Facilities (excluding hospitals), and Veterinary Clinics	2 spaces/practitioner providing the service + 1 space/assistant.
Hospitals	1 space/5 beds + 1 space/2 staff members (calculated from the staff numbers on the largest shift).
Industrial Activity	2 spaces/50m ² of gross floor area for the first 50m ² , and 1 space/50m ² of gross floor area thereafter.
Large Format Retail/Bulk Retail	3.5 spaces per 100m ² gross floor area + 1 space per 100m ² for outdoor display areas.
Offices	1 space/30m ² of gross floor area.
Places of Entertainment, Buildings For Private Or Public Assembly, Buildings For Community Use, Clubs; and Places of Worship(includes funeral chapels, and Crematoriums)	1 space per 20m ² of gross floor area or 1 space/10 seats provided whichever is greater.
Restaurants, Cafes and Taverns	4 spaces per 100m ² of gross floor area including all outdoor areas, garden bars (covered or uncovered), kitchen and toilet areas, but excluding storage rooms.
Residential Activity	Where 10 or more spaces are provided: 1.25 per residential unit for apartment buildings; and 2.5 per residential unit

Retail Activities, and Retail Services (other than supermarkets and large format retail/bulk retail) (for illustrative purposes, retail services includes personal or household services such as hairdresser, dry cleaners, servicing or repair of appliances or equipment. Retail activity includes things such as vehicle sales)	4 spaces per 100m ² gross floor area + 1 space per 100m ² for outdoor display areas
Short Term Living Accommodation (see definition) (see definition for 'unit')	1 space per unit, except where the unit can accommodate more than 6 guests, 2 spaces is the maximum permitted to be provided. 1 space for a one bedroom manager's residence or 2 spaces where there are two or more bedrooms. (A double, queen or king bed counts as 2 guests)
Storage ancillary to the principal activity	1 space/100m ² of gross floor area for the first 200m ² and 1 space/200m ² thereafter.
Supermarket	5 spaces per 100m ² gross floor area.
Warehouses including storage as the principal activity	1 space/100m ² of gross floor area for the first 200m ² and 1 space/200m ² thereafter
Activities other than listed above	Indoor areas: 1/50m ² . Outdoor Areas: 1/500m ² of site used in the activity.

AP10.15 assessment criteria for resource consents

AP10.15.2 assessment criteria

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

AP10.15.2.i

In considering whether or not to grant consent or impose conditions, the Council shall have regard to but not be limited by the following specific assessment criteria.

a. Parking, queuing and loading ~~provision~~ provisions including accessible parking, residential loading space, electrical vehicle charging and lighting provisions

- i. Whether it is physically practicable to provide the required manoeuvring, queuing or loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.

...

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

- v. The extent to which the safety of pedestrians, particularly children, will be affected by the reduction or non provision of queuing or loading spaces or by being set down on-street.

This new rule was introduced under PC29, the recommendation is to retain it.

-
- xiii. The extent to which the proposal provides dedicated parking spaces for car-share and ride-share schemes and taxis.
 - xiv. Effects on the safe and efficient operation of the site and the transport network.

...

This new rule was introduced under PC29, the recommendation is to retain it.

f. Maximum car parking

- i. Effects on the safe and efficient operation of the transport network;
- ii. Cumulative effects;
- iii. Effects on the city centre;
- iv. The location of the activity with regard to existing and planned public and active transport routes.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.15.3

matters of restricted discretion

AP10.15.3.i

Cycle parking and end of trip facilities:

- a. Safety of the cycle parking area, considering CPTED design principals.
- b. The practicality and adequacy of the cycle parking proposed given site limitations and layout, arrangement of buildings and activities, users and operational requirements.
- c. Effects on the safe and efficient operation of the transport network.

AP10.16

reasons for rules

AP10.16.2

parking and loading area design

...

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.16.2.iv

Requirements to enable electric vehicle charging have been included so that the specific needs of these vehicles are considered at the building design stage.

AP10.16.3

reverse manoeuvring

Minor corrections only.

AP10.16.3.i

On site manoeuvring is required for all sites on Classified Roads, shared accesses, and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of roads that are desirable through routes by minimising the number of vehicles required to reverse onto or off a site. It is not permitted to reverse manoeuvre onto Classified Roads as their main function is as a through route accommodating a variety of mode and trip lengths with access to adjacent land having less importance than Unclassified Roads.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.16.5

cycle parking and end of trip facilities

AP10.16.5.i To support mode shift and sustainable transport choices with low embodied and operational greenhouse gas emissions.

AP10.16.5.ii To improve the quality, quantity, extent, amenity, convenience, and performance of facilities for cycling, walking, and micromobility to attract more users.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.16.6 **accessible parking**

AP10.16.6.i To enable a well functioning environment for people of all abilities, that provides for the special design, personal security, accessibility, and convenience requirements of all users.

This new rule was introduced under PC29, the recommendation is to retain it.

AP10.16.7 **maximum parking standards**

AP10.16.7.i To enable a well functioning environment for people of all abilities, that provides for the special design, personal security, accessibility, and convenience requirements of all users.

Appendix 11 Access Standards

AP11 overview – application of Appendix 11

This rule had amendments to it under PC29, the recommendation is to retain the amendments with minor corrections.

AP11.i Accessways

For Residential, Inner City and Suburban Commercial zones: access to a site either by micromobility access or vehicle access must be provided (except for Small unstaffed network utility buildings).

For all other zones: accessways and vehicle crossings must be provided, (except for Small unstaffed network utility buildings).

Vehicle access (including vehicle crossings), or micromobility access must be provided, and formed and maintained on each site in accordance with this appendix:

- a. ~~Where~~ where a building is constructed OR substantially reconstructed, altered or added to; or
- b. ~~Where~~ where it is proposed to construct, erect or alter one or more buildings or other works in stages and the total proposed construction, erection or alteration would, if carried out other than in stages, constitute a substantial reconstruction, alteration or addition. Provided that stage works that occurred two calendar years prior to the current proposal need not be counted; or
- c. ~~Where~~ where there is a change in the use of any land or building; or
- d. ~~When~~ when otherwise required by a rule in this Plan.
- e. Any vehicle access or accessway must comply with the relevant mandatory matters specified in Chapter 4 - Transport of the Nelson Tasman Land Development Manual 2020.

AP11.3 design of vehicle access

This rule had amendments to it under PC29, the recommendation is to retain the amendments with minor corrections.

AP11.3.1 Any access must comply with the relevant design and construction standards specified in Chapter 4, Section 4.10 Private Access and Crossings of the Nelson Tasman Land Development Manual 2020, except in the Residential, Inner City and Suburban Commercial zones, a shared private vehicle access for between 7- 20 residential units is permitted provided the private vehicle access complies with the formation standards specified for a residential lane in Table 4-7 of the Nelson Tasman Land Development Manual 2020, with the exception that the Residential Lane does not need to be vested with Council as a public road.

This new rule was introduced under PC29, the recommendation is to retain it.

AP11.3.2 In the Residential, Inner City and Suburban Commercial zones, a shared private vehicle access for 20 or more residential units is a Restricted Discretionary Activity.
Discretion is restricted to:

- a. The extent to which the safety of pedestrians and active transport users, both on and off the site will be affected; and

-
- b. The extent to which the proposal:
- i. integrates with and minimises adverse effects on the safe and efficient functioning of the transport network and infrastructure; and
 - ii. minimises conflicts between users both within the site and any adjoining transport corridor; and
 - iii. encourages easy and safe access and circulation for those not arriving by vehicle; and
 - iv. provides convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel relative to the scale of the proposal; and
 - v. provides for the accessibility needs of all users of the site; and
 - vi. provides for integration with neighbouring activities to reduce the need for separate traffic movements on the transport network; and
 - vii. provides for the operational requirements of the proposal such as waste collection, public transport, fire appliances, and loading (relative to the scale of the proposal); and
 - viii. the extent to which the proposal and the traffic generated by the proposal requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects; and
 - ix. responds to recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application; and
 - x. addresses issues and outcomes arising from consultation with the relevant road controlling authorities; and
 - xi. the extent to which the proposal incorporates travel demand management and is well-located to be served by passenger transport, or encourages other active modes of travel such as walking or cycling.

This new rule was introduced under PC29, the recommendation is to retain it.

AP11.3A

design micromobility access

AP11.3A.1

In the Residential, Inner City and Suburban Commercial zones, where vehicle access to a site or residential unit is not provided, a micromobility access shall be provided from a road carriageway to the front door of each residential unit, or to the single front door and lobby of an apartment building. The micromobility access shall:

- a. have a 1.8m minimum sealed width; and
- b. provide passing bays where the access serves two or more residential units and is more than 50m in length:
 - i. passing bays shall increase the formed width of the access to 2.5m over a 3.5m length (to allow users to safely pass each other); and
 - ii. the maximum interval between passing bays shall not exceed 50m; and
- c. not exceed the maximum gradient specified in table 11.3A.1; and
- d. be illuminated during the hours of darkness and incorporate CPTED principles; and

- e. have a surface treatment which is firm, stable and slip resistant in any weather conditions; and
- f. be unobstructed for its full length up to a height of 2.4m; and
- g. where it includes steps, provide a step-free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities; and
- h. where it adjoins a building, a minimum 1m setback from the building shall be provided for landscaping to provide physical buffer between the micromobility access and buildings for opening windows and to contribute to privacy and amenity. The landscape setback shall be free of any buildings, servicing facilities (including waste bins), parking or manoeuvring areas.

Table 11.3A.1 - Maximum micromobility access gradient requirements

Maximum micromobility access gradient	Required rest area at either end of the gradient
Up to 1 in 33.3 (3%)	No rest area required
Between 1 in 33.3 (3%) and 1 in 20 (5%)	Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3%) must be provided at intervals not exceeding 45m
Between 1 in 20 (5%) and 1 in 12.5 (8%)	Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3%) must be provided at intervals not exceeding 9m

AP11.3A.2

Restricted discretionary activities:

In the Residential, Inner City and Suburban Commercial zones, a micromobility access that does not meet the permitted activity standards of AP11.3A.1 or AP11.3A.2 is a restricted discretionary activity. Discretion is restricted to:

- a. The extent to which the safety of pedestrians and micromobility users, both on and off the site will be affected.
 - i. The effects of lighting on pedestrian safety, wayfinding and access, including: whether the number, location, design and orientation of light fittings and light support structures provide adequate lighting for the safety and wayfinding of people, including pedestrians moving, residing, working or visiting sites or neighbourhoods. Note: Adequate lighting is the amount of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least 15m; and
- b. CPTED design principals; and
- c. The extent to which the proposal minimises conflicts between users both within the site and any adjoining road; and
- d. The extent to which the proposal prioritises the accessibility needs of the mobility and vision-impaired, young children, and the elderly; and
- e. The extent to which the proposal considers the operational requirements of the proposal.

AP11.7.5

micromobility access

AP11.7.5.i

Where vehicle access to a site or residential unit is not provided, pedestrians

and micromobility users access needs to be provided. The design of this access should:

- a. provide for people of all abilities; and
- b. incorporate CPTED design principals to ensure the safety of all users; and
- c. enable wayfinding and dwelling identification; and
- d. provide for privacy and amenity.

Appendix 14 residential subdivisions design & information requirements

AP14 introduction

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP14.ii It is intended that Appendix 14 will apply, and can be adapted to, a range of development types and scenarios including small scale infill, comprehensive housing and large scale greenfield subdivision.

AP14.2 information requirements

AP14.2.i ...

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

b. design description:

- Subdivision and development plan
 - Description of the intentions for the site, including street and open space networks, and lot boundaries.
- Design statement
 - Rationale for the design decisions
 - How this relates to the policies, objectives and assessment criteria
- Preliminary infrastructure plans
 - May be required for works not included in the design and construction requirements of the Land Development Manual 20102020. Refer to section 2-3.4.2.2 of the NCC Land Development Manual 20102020.

AP14.2.1 Context and Site Analysis

...

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP14.2.1.ii A thorough appreciation of the overall site context is the starting point for quality urban design.
Context is the character and setting of the area within which a subdivision and development will need to fit. It includes natural as well as human/built features and history, the people living within and nearby, and the routes that pass through or connect to the site. The context analysis is a means of assessing the value of existing development patterns in the area and determining the appropriate degree to which they should be incorporated into subdivision design.

...

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP14.2.1.iv The site analysis plan(s) describes and analyses the conditions within the legal boundaries of the site. Overall, this analysis will bring together the character and features of the site and its setting, and identify opportunities

and constraints for the subdivision or development.

AP14.2.2

Design Description: Subdivision and Development Plan

...

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP14.2.2.vi

Allotment layout includes:

- a. show all lot sizes and dimensions including the location of comprehensive housing sites and their dimensions.
- b. lots within the Landscape Overlay must show proposed building sites.
- c. illustrate how the lot layout will enable positive relationships between private development and public spaces, including the ability to maintain passives surveillance of streets and reserves and related principles of Crime Prevention through Environmental Design (CPTED).

...

AP14.3.1

movement network

AP14.3.1.ii

Quality subdivision will:

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This rule had amendments to it under PC29, the recommendation is to retain the amendments.

2. Provide an interconnected network of streets that provides convenient access for all road users including pedestrians, micromobility users and cyclists.

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AP14.3.2

open space network

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This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP14.3.2.ii

Quality subdivision will:

1. Identify and maintain any recognised view connections across the site.
2. Celebrate views from streets and other public spaces to landmarks and other important features that are beyond the site boundaries.
3. Extend broader neighbourhood patterns of open space with landscape features that strengthen the identity and structure of the landscape such as street trees, landscape links with adjoining neighbourhoods, and open space and reserve networks.
 - a. Enhance and incrementally extend existing biodiversity corridors.
 - b. Retain native vegetation, mature trees and significant ecological features and use these as features within public open space.

-
4. Locate local parks where they:
 - a. Are of most benefit to the local community.
 - b. Will be overlooked from the street and dwelling frontages to ensure informal surveillance.
 - c. Are not more than 400m walking distance from most dwellings.

...

AP14.3.4 streetscape and open space design

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This rule had amendments to it under PC29, the recommendation is to retain the amendments.

AP14.3.4.ii Quality subdivision will:

1. Consider the visual amenity, safety and comfort of the users of public space.
 - a. Include safe and comfortable facilities for pedestrians and access for micromobility users and cyclists.

...

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AP14.3.6 allotment layout

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP14.3.6.i Lots are encouraged to be laid out in such a manner that future dwellings will be orientated to the adjoining public space, be it road or reserve.

Appendix 15 daylight admission (residential)

AP15 overview

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This new rule was introduced under PC29, the recommendation is to remove it.

AP15.ii The daylight controls for the General Residential Zone, and Medium Density Residential Zone are specified in Chapter 7 — Residential Rules.

...

AP15.2 where they apply

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version with minor corrections.

AP15.2.i The daylight controls apply to all properties within or adjoining the ~~r~~Residential ~~z~~Zone. This means that all residential properties must comply, as well as properties zoned Inner City, Suburban Commercial, Industrial, Rural, Open Space and Recreation which adjoin a site in the Residential Zone.
For those properties which are in other zones which adjoin a Residential Zone, the relevant rules still apply. However, where the Daylight Around

method is implemented on a site adjoining a Residential Zone, a maximum or average building height of 7.5m applies (see AP15.9). The intent of this rule is that the daylight admission on the common boundary is the same as if the non-residentially zoned neighbouring site was within a Residential Zone.

AP15.3 where to take measurements from

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version with minor corrections.

AP15.3.1 in the Residential Zone

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

Appendix 17 daylight admission (city centre)

This entire appendix has been recommended for deletion.

Appendix 18 verandahs

Minor corrections only.

AP18.i.a extend along the entire scheduled frontage or frontages where the Planning Maps (under layer group 'NRMP General Overlays'; layer: 'Scheduled Streets') define a 'scheduled frontage', and

Appendix 19 acoustic insulation requirements

AP19.3 Inner City Zone and Suburban Commercial Zone

This rule had amendments to it under PC29, the recommendation is to retain the amendments with minor corrections.

AP19.3.i

Acoustic insulation requirements for the Inner City Zone and Suburban Commercial Zone are included in the rule ICr.43A – Residential Activity - Acoustic Insulation of Buildings and SCr.30C – Residential Activity unit - Acoustic insulation. ~~Under this rule~~ These rules provide a choice can be made between:

- a. complying with the minimum construction requirements set out in Table 3
- or
- b. providing certification from a suitably qualified and experienced acoustics expert confirming that the building design will comply with the acoustic insulation requirements in the relevant rule having the acoustic insulation specifically designed for the proposed development. When designing acoustic insulation the rule requires certification from an acoustic engineer that the building design will achieve the required design sound level.

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

AP19.3.ii

~~This appendix sets out the minimum ventilation requirements for new bedrooms in the Inner City Zone and Suburban Commercial Zone where the indoor design level cannot be achieved with ventilating windows open. These require either:~~

Ventilation requirements for residential activity in the Inner City Zone, and Suburban Commercial Zone:

The following applies when windows are required to be closed to achieve the internal noise levels or façade reduction for habitable spaces of residential activities in the Inner City Zone, and Suburban Commercial Zone.

Habitable Spaces must have a ventilation and cooling system(s) designed, constructed, and maintained to achieve the following requirements:

- a. ~~provides mechanical ventilation to satisfy Clause G4 of the New Zealand Building Code; and~~
- b. ~~is adjustable by the occupants to control the ventilation rate in increments up to a high airflow setting that provides at least 6 air changes per hour; and~~
- c. ~~provides cooling that is controllable by the occupant and can maintain the inside temperature to be no greater than 25 °C.~~
- a. provides mechanical ventilation that can operate continuously to satisfy clause G4 of the New Zealand Building Code and that provides at least 1 air change per hour, but no less than 7.5L/s per occupant; and
- b. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using a 2.5% design weather condition for Nelson. An acceptable design weather set would include IRHACE Yearbook 2009 NIWA weather data; and
- c. Any system installed in compliance with a. and b. above, must not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser. The noise level must be measured after the system has cooled the rooms to the temperatures in b., or after a period of 30 minutes from the commencement of cooling (whichever is the lesser).

or:

-
- d. Alternatively, in lieu of a. to c. above, a design verified by a suitably qualified and experienced HVAC expert certifying that the design will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in a.to c.
- e. A commissioning report must be submitted to the Council prior to occupation of the building demonstrating compliance with a. - c. or d.
- a. ~~A mechanical system or mechanical ventilation system capable of:~~
- ~~• 5 air changes of outdoor air per hour in new bedrooms. In each case with all external doors and windows of the building closed with the exception of such windows in non-habitable spaces that need to be ajar to provide air relief paths;~~
 - ~~• enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all new bedrooms;~~
 - ~~• limiting internal air pressure to not more than 30 Pascals above ambient air pressure;~~
 - ~~• being individually switched on and off by the building occupants, in the case of each system; and~~
 - ~~• creating no more than 30 dB LAeq(15 min) in new bedrooms. Sound levels from the mechanical system(s) shall be measured at least one metre away from any diffuser.~~

~~or:~~

- b. ~~Air conditioning plus mechanical outdoor air ventilation capable of:~~
- ~~• providing internal temperatures in new bedrooms not greater than 25 degrees Celsius at 5% ambient design conditions as published by the National Institute of Water & Atmosphere Research (NIWA) (NIWA, Design Temperatures for Air Conditioning (degrees Celsius), Data Period 1991-2000), with all external doors and windows of the new bedrooms closed;~~
 - ~~• providing 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all new bedrooms;~~
 - ~~• each of the air conditioning and mechanical ventilation systems shall be capable of being individually switched on and off by the building occupants; and~~
 - ~~• creating no more than 30 dB LAeq(15 min) in new bedrooms. Sound levels from the mechanical system(s) shall be measured at least one metre away from any diffuser.~~

This rule was deleted under PC29, the recommendation agrees to remove it.

AP19.3.iii

~~Individual rooms in a single Residential Unit may contain a combination of the ventilation options a) and b) set out above to achieve the most practicable and cost effective approach.~~

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

AP19.3.iv. iii

The minimum measures identified in Table 3 below are one of two ways of demonstrating permitted activity status for acoustic insulation of new Bedrooms-habitable spaces in the Inner City Zone and Suburban Commercial zone. See rule ICr.43A – Acoustic Insulation of Buildings.

This rule had amendments to it under PC29, the recommendation is to retain the amendments.

table 3 - acoustic insulation of new ~~Bedrooms~~ habitable spaces in the Inner City Zone and Suburban Commercial Zone

Building Element	Required Construction	
Walls	Exterior: Frame: Interior: Or: Or: Or:	20mm timber weatherboards or 2 x 6mm fibre cement or 1 x 9mm compressed fibre cement nominal 100mm with acoustic blanket 3 x 13mm high density gypsum plasterboard for top floor ~~bedrooms~~ <u>habitable spaces</u> 2 x 13mm high density gypsum plasterboard for mid-level ~~bedrooms~~ <u>habitable spaces</u> 190 series concrete blocks (minimum every 4 th core filled) 100mm thick pre cast concrete slabs Solid clay brick veneer (minimum 70mm thick) with standard internal framing and plasterboard lining.
Windows	Minimum 17mm thick laminated glass for top floor ~~bedrooms~~ <u>habitable spaces</u> Minimum 13mm thick laminated glass for mid-level ~~bedrooms~~ <u>habitable spaces</u>	
	Or:	Double glazed unit with 10mm and 6mm panes, separated by a minimum 50mm air gap.
Roof	Where the roof covers a <u>habitable space</u> Top floor only, not needed for mid-level ~~bedrooms~~	
	Cladding: Frame: Ceiling:	0.5mm profiled steel or tiles or 6mm corrugated fibre cement Timber truss with acoustic blanket 3 x 13mm high density gypsum plasterboard
External Door	Hinged solid core door of at least 40kg/m ² with airtight seals (or if glazed, as per window requirements). Sliding doors are not suitable.	
Internal Door	Internal doors to new <u>habitable spaces</u> ~~bedrooms~~ shall be hinged solid core of at least 16kg/m ²	
Ventilation	The indoor design sound level shall be achieved with windows and doors shut. This requires the use of minimum ventilation requirements as set out in Appendix 19.3 ~~Inner City Zone~~ .	

Appendix 22 comprehensive housing development

AP22 overview

...

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP22.ii

Comprehensive Housing provisions allow for developments to be a restricted discretionary activity (and non-notified) provided the site is located in the Residential Zone — Higher Density Area. This only applies in relation to rules REr.23 - Minimum Site Area, REr.24 - Site Coverage and the associated subdivision under rule REr.107. All other Residential Zone rules are applicable (other than some rules where they apply to internal boundaries) and require assessment as part of the application and package of consents sought. As an example, triggering rule REr.35 - Daylight to an adjoining site will result in the activity status of that rule applying and there being consideration of notification or affected party approval being required for that issue. Rules which are triggered on boundaries internal to the development (e.g. daylight compliance between two dwellings within that proposal) do not affect this activity and notification status. They form part of the assessment of on-site amenity and design under Appendix 22.

This new rule was introduced under PC29, the recommendation is to remove it.

AP22.iii

~~This appendix does not apply to residential developments in the General Residential Zone, Medium Density Residential Zone and High Accessibility Overlay.~~

AP22.1 definitions

This definition had amendments to it under PC29, the recommendation is to reinstate the Operative version.

Comprehensive housing Development

means three or more residential units, designed and planned in an integrated manner, where all required resource and subdivision consents are submitted together, along with sketch plans of the proposed development. The land on which the proposed residential units are to be sited must form a separate, contiguous area.

This new definition was introduced under PC29, the recommendation is to remove it.

Apartment building

~~means a single building, over 7.5m high, containing four or more residential units. Apartments are a special form of Comprehensive Housing Development requiring separate consideration. Special guidelines for apartment buildings located in the Residential Zone – Comprehensive Area, Standard Area and Lower Density Area are included at the end of this appendix.~~

AP22.2 use of this appendix

This rule had amendments to it under PC29, the recommendation is to reinstate the Operative version.

AP22.2.i

When assessing a Comprehensive Housing Development, the Council will have regard to the extent to which it achieves the outcomes set out below. This appendix is intended to provide direction to the applicant as

to the type of measures that can help achieve these outcomes.

AP22.7.2.i

Sketch Plans

...

Minor corrections only.

- c. site plans showing:
 - i. nominated legal boundaries or any proposed lease or other title arrangements; and
 - ii. the area of outdoor space, and the dimension and placement of living courts; and
 - iii. location of roads, parking and services location of buildings on adjoining properties (including windows facing the development); and
 - iv. a 3-dimensional view of the development showing a “true perspective”; and
 - v. site contours (graduations as appropriate to the scale of the development and the topography of the site).

...

Minor corrections only.

- g. a site context plan which shows the features of the area relevant to considering the suitability of a particular location for a comprehensive housing developments, or which ~~has~~^{have} had a bearing on the proposed design of the development. The site context plan should focus on features within a 400m radius of the site but can include items further away if relevant. A list of features to specifically identify are:
 - i. open space (parks, rivers/streams, school playing fields, beach etc); and
 - ii. transport routes (main roads, walkways, cycle ways, bus routes); and
 - iii. shops, commercial areas, schools (including pre-school); and
 - iv. all possible vehicle access points; and
 - v. opportunities for street links to neighbouring sites with development potential; and
 - vi. orientation of neighbouring buildings or developments (do they face toward or away from the subject site); and
 - vii. stormwater flow paths.

...

AP22.7.3

staged implementation of an approved development

Minor corrections only.

AP22.7.3.i

- A Comprehensive Housing Development application may seek that the development (both subdivision and building) be implemented in stages, if:
- a. the overall development plan for all proposed units has been lodged as a staged development and approval includes specified stages; and

-
- b. the landscape plan is progressively implemented at each stage
 - c. the first stage includes at least one residential unit; and
 - d. a licensed cadastral surveyor certifies, prior to a section 224 certificate, that the staged units are located in accordance with the overall development plan; and
 - e. all common areas and facilities relevant to each stage are constructed as part of that stage and attached to the new titles via easement or common tenure; and
 - f. a consent notice is imposed on the balance certificate of title stating that 'no building shall be constructed, or placed, on site unless it has been expressly approved as part of a resource consent granted for comprehensive housing development (insert relevant consent number) or an approved variation of this resource consent'.

AP22.8 relationship of this guide to other guidelines and density controls

This rule was deleted under PC29, the recommendation is to reinstate the Operative version.

AP22.8.i In the Wakefield Quay Precinct, the Wakefield Quay Design Guideline applies in conjunction with this Appendix. Where there is a conflict between provisions or requirements, AP23 Design Guide and Rules for Wakefield Quay, shall take precedence.

...

This new rule was introduced under PC29, the recommendation is to remove it.

~~**AP22.8.iii** Appendix 22 does not apply to the General Residential Zone, Medium Density Residential Zone or the High Accessibility Overlay.~~

This rule title had amendments to it under PC29, the recommendation is to reinstate the Operative version

AP22.9 special considerations for apartment buildings

Minor corrections only.

AP22.9.i Apartment developments have particular impacts which need special consideration, such as:

- a. visual impacts on the neighbourhood (because of the bulk and height of buildings);
- b. impacts on views from adjacent sites and public places;
- c. effects on privacy (proximity of other balconies within the apartment overlooking adjacent properties).

This rule was deleted under PC29, the recommendation is to reinstate the Operative version with minor corrections.

AP22.9.iii It is anticipated that the majority of sites in the Residential Zone would be unsuitable for apartment developments. Apartments may be acceptable in situations where:

- a. the size and location of the site permits adequate separation from existing developments. Note: compliance with the daylight admission controls in Appendix 15 is not necessarily sufficient to achieve this separation. This is because of the bulk of apartment

buildings and the way the “daylight around” provisions operate. Greater separation may be necessary to achieve privacy, avoid overshadowing and to maintain the overall density of the neighbourhood; or

- b. the topography of the site (e.g. where it allows layering-back into a hill, or neighbouring dwellings are otherwise located above) or existing vegetation will diminish the impact of the development; or
- c. development on adjacent sites is similar in size and scale; or
- d. the development will enhance the amenity of the neighbourhood.

Appendix 23 design guide and rules for Wakefield Quay

This Appendix was deleted under PC29, the recommendation is to reinstate the Operative version with minor corrections.

Appendix 23 design guide and rules for Wakefield Quay

AP23 overview

AP23.i Wakefield Quay is recognised as an area of special amenity value, and the Council therefore considers that any changes to the existing environment should continue these amenities.

AP23.1 introduction

AP23.1.1 guideline purpose

AP23.1.1.i The purpose of this guide is to define the characteristics of the area, establish appropriate controls, and require that new projects comply.

AP23.1.2 subject area

AP23.1.2.i The area subject to these guidelines and referred to as a “Precinct” is the area defined on Planning Maps as Wakefield Quay under the Heritage Precinct layer on the Planning Maps LH9, RH9 and LH10, RH10 of the Nelson Resource Management Plan (the Plan), reproduced here as Figure 4. It is generally described as follows:

That area comprising those sections fronting Wakefield Quay, commencing at No. 1 on the east side of Poynters Crescent, continuing to No. 395 on the east side of Richardson Street, inclusive of the sea edge and adjacent water.

AP23.1.2.ii The area immediately behind and above the subject area is not considered to be under pressure for change.

AP23.1.3 reason for guidelines and rules

AP23.1.3.i Wakefield Quay and the Port Hills have been occupied over time by low density private houses. This rate and scale of development, together with the climate and geographical features of the area, have combined to create an enviable environment and lifestyle for residents and visitors.

AP23.1.3.ii The trend of development of Wakefield Quay has changed to include multi unit residential projects. It is also considered that:

- the resident and transient population will continue to increase.
- the desirability of Wakefield Quay is such that the pressure for change to higher density occupation will continue and increase.
- the attractiveness of the area near the Marine Rescue Centre will fuel interest in the subject area, and pedestrian use of the sea edge will increase as a result.
- the attractiveness of Wakefield Quay is such that any detraction caused by vehicle traffic density will not dampen the demand for change, or the desire to reside in and use the area.
- the higher density residential occupation will increase demand for vehicle access and off street parking with a resulting impact upon road vehicle and cycle movements.

AP23.1.3.iii In the absence of design guidance and rules it cannot be assumed that the amenity value of the area will be retained.

AP23.1.3.iv	These design guidelines together with appropriate rules intend to allow for developments which will be compatible with this area and reflect its existing characteristics.
AP23.2	aims
AP23.2.i	To maintain those established features of the area which contribute to its amenity value, such as residential building scale, intimacy, architecture, vegetation, outlook, and pedestrian use, while allowing for future higher density residential development together with any compatible uses.
AP23.2.ii	To accommodate uses which will not impact adversely on residential occupancy of the precinct, while recognising that the occupancy of the subject area is residential, and to ensure that change does not create significant adverse impact on privacy and daylight amenity or otherwise compromise existing residential use.
AP23.2.iii	To maintain and enhance the largely unobstructed and special relationship with the sea edge and harbour and develop or enhance interaction between the houses, road, and sea shore.
AP23.2.iv	To discourage development which will materially reduce amenity value, dominate the precinct, significantly alter the residential scale and character of the existing built environment, or depreciate the enjoyment and availability of the sea edge and harbour environment.
AP23.2.v	To recognise that continuance and enhancement of those characteristics that are contributing to the established amenity value of the area, is important not only to residents' enjoyment of the precinct, but also to that of all who visit, pass through, utilise or view it.
AP23.2.vi	To maintain and enhance the existing pattern of terracing and layering of structures on elevated sites, surrounded and separated by vegetation.
AP23.2.vii	To ensure that replacement or additional vegetation is of such extent, density, scale and richness, that it will maintain and enhance the existing environment, and ensure that the permanency and extent of vegetation along the upper part of the cliff is not materially reduced.
AP23.2.viii	To enhance and maintain all aspects of human participation in, and use of, the area.
AP23.2.ix	To maintain and enhance the visual amenity and character of the area as seen from the Harbour or by pedestrians on Wakefield Quay.
AP23.2.x	To recognise the significant traffic volume on Wakefield Quay and limited availability of on street parking, and to ensure that any developments adequately address any adverse effects of extra traffic generated by the development.
AP23.3	area assessment
AP23.3.i	This assessment aims to identify the principal values, features, and uses which characterise this area, and which have been considered in the formation of these Design Guidelines and Rules.
AP23.3.1	location and landform
AP23.3.1.i	The position of residential occupancy on the sea edge, the elevated land, outstanding views, the north-westerly aspect, the compactness and shelter of the harbour defined by the Boulder Bank, and the narrowness of Wakefield Quay road, combine to make this area singularly attractive, intimate and relatively unique.

AP23.3.2	topography
AP23.3.2.i	The fore front sea cliffs and hills are of modest height, varying in natural angle from gentle to steep, and rising almost immediately from their Wakefield Quay road boundaries.
AP23.3.3	landscape
AP23.3.3.i	Existing vegetation is generous, varying from individual trees to massed areas of green. The plant types generally have dense and dark green foliage, scaled from significant shrubbery to large tree forms. Viewed from road level, the scene is one of dense vegetation, often obscuring part or whole buildings.
AP23.3.3.ii	The landform is indented, so that land-sea bays are created and the whole is not seen from any one point, other than from the sea.
AP23.3.3.iii	The sea edge is clearly defined by the chain railing and the sea wall dropping vertically to high and low tides. From the Boathouse to Richardson Street, the sea edge is visually unobstructed, with the exception of the Boatshed Cafe.
AP23.3.4	climate
AP23.3.4.i	Wakefield Quay generally enjoys a north-westerly aspect, and is sheltered from easterly and southerly weather. The Boulder Bank and Haulashore Island provide further protection from the open sea. Because of orientation and topography sites lose early morning sun, but generally the Quay enjoys a warm microclimate within the already mild Nelson climate.
AP23.3.5	views
AP23.3.5.i	Because of the natural land contours, almost every site has seaward views of the harbour and Tasman Bay beyond. Intimacy is created by the small scale harbour and Boulder Bank, and the encircling Mount Arthur Range.
AP23.3.6	built environment
AP23.3.6.i	Existing buildings are predominantly single and double storey dwellings, and their dimensions are such that their scale and bulk are of modest proportions. Photographs dating back to c1870 confirm that there has been no significant change to this environment other than the increase in the number of sites built upon. The seaward side of this sector of Wakefield Quay Road has not changed significantly with the exception of the Seafood Research Building (former Power House c1920) and the Yacht Club.
AP23.3.6.ii	Occupancy is predominantly single owner-occupied dwellings.
AP23.3.6.iii	The Quay level houses are often two storied, many with garages underneath, and these houses sit comfortably against sharply rising land immediately behind them. Some of the houses have vertical proportions, resulting from their narrow section width and small building platforms.
AP23.3.6.iv	Dominant elements of the houses are sloping roofs, verandahs, gables, attractive proportioning of fenestration to solid wall, and light colours. It is noted that although glazing has been commonly increased to enclose verandahs and encompass views, there is an absence of "all glass" façades and black reflective glass.
AP23.3.6.v	House details - eaves, verandahs, fascias, window joinery, and sun shades - are predominantly of wood, thus providing reveals and mouldings creating light and shade which in turn provides sculptural form. There is a general absence of flat featureless façades.

AP23.3.6.vi	The foregoing elements are major contributors to the overall attractiveness of the architecture.
AP23.3.6.vii	The old maritime buildings such as the Boat Shed Cafe, and the Boathouse, reflect the simple and traditional New Zealand waterfront building forms. The Yacht Club continues this style. These buildings are important to the sea front character of the area.
AP23.3.7	built heritage
AP23.3.7.i	The housing stock is mainly of the period c1870-1930 and the built development has, until now, been gradual. Some of the houses were built or occupied by maritime personalities and therefore have an historical association with the Port activity. The majority of houses at Quay level have been modified. Although the houses generally retain their original shape and scale, the changes have in some cases obliterated the original design. Significant changes include weatherboard to stucco sheathing, window alterations, and extensions at ground and roof levels. There are two impressive villas, Nos. 383 and 385, on the Quay Road and others behind and above. The buildings at Quay level are diverse in styles and vary from c1870s cottages, to c1900s villas, and bungalows and contemporary dwellings.
AP23.3.7.ii	The houses at road level make a significant contribution to the seafront character, and retention of some of these houses is encouraged.
AP23.3.7.iii	It is considered that because this is an area in transition, heritage values will be a changing element and that Design Guidelines should reflect the features and qualities of this heritage together with planting and landform elements.
AP23.3.7.iv	Group A listed heritage buildings in the area are: Boat Shed Cafe, Boat House and two villas, numbers 383 and 385, together with several Group B buildings. The chain fence is a Group A listed heritage object.
AP23.3.8	tāngata whenua
AP23.3.8.i	It is known that Māori settlement occurred along Wakefield Quay, but that there is no evidence of significant heritage issues to be considered. Matters or objects of historical importance arising from European occupation such as the Rocks Road Chain Fence, are protected in the Nelson Resource Management Plan.
AP23.3.9	area activities and uses
AP23.3.9.i	Existing uses and predominant activities appear to have changed little over time and are listed as: a. Single residential occupancy b. Maritime - shipping c. Recreational - sail and power boat, pedestrian promenading.
AP23.3.9.ii	In recent times, guesthouse and cafe use has increased.
AP23.3.9.iii	The greatest change to occur is the increase in vehicle traffic volume, using the Quay State Highway as a principal access to the Port and City Centre, to levels which are in conflict with the residential and pedestrian activities.
AP23.3.10	amenity values
AP23.3.10.i	The built architecture, land form, sea edge, and harbour maritime activity, have combined to create a place of outstanding amenity value together with an enviable lifestyle for the residents. The purpose of Appendix-23 (design guide and rules for Wakefield Quay) is to influence the direction of design for new development in a manner which has regard to the continuance and enhancement of those features

which contribute to the existing character of the precinct, by the use of design guidance together with rules.

AP23.4

rules

Note - in addition to complying with rules A-G below, in order to be considered as a restricted discretionary activity, a development must also comply with the Residential rules set out in rule REr.84 - Wakefield Quay Precinct. See section AP23.6.1 - Application of Nelson Resource Management Plan of this guideline.

AP23.4.1

rule A building height

AP23.4.1.i

No part of a building may penetrate the building height line in Figure 1, except for:

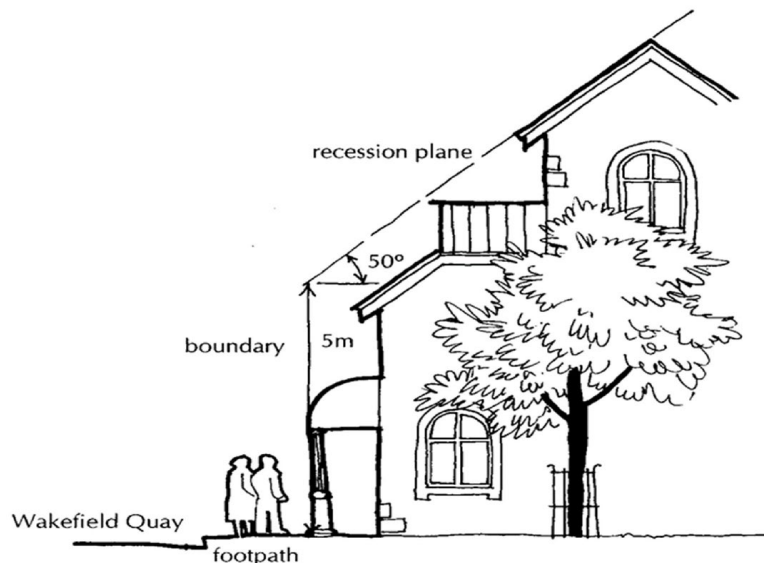
- a. aials (which must comply with REr.49), and
- b. gable roof ends, where the roof ridge is generally at right angles to Wakefield Quay, which may penetrate the building height line by up to 1.5m. The end area of the penetration when viewed in elevation must not exceed 2.5m². (The maximum building height for each site has been determined by considering:
 - i. the height of cliff at that point.
 - ii. possible obstruction of views of Haulashore Island and the Bay for the neighbours immediately above.
 - iii. proportion and scale of the proposed building in relation to the Precinct).

AP23.4.2

rule B - recession plane

AP23.4.2.i

To ensure buildings are terraced and do not dominate the existing streetscape or neighbours, new buildings must fit within a recession plane originating from the Wakefield Quay road boundary at footpath level, taken vertically 5m and then at 50°.



AP23.4.3

rule C - daylight admission

AP23.4.3.i

Buildings must comply with the daylight admission provisions of Appendix 15 - Daylight admission of the Nelson Resource Management Plan.

Note: on the road boundary the recession plane in AP23.4.2 - Rule B — recession plane applies in the Wakefield Quay precinct. The recession plane in Appendix 15 (AP15.3.ib) does not apply in the precinct.

AP23.4.4 rule D — plot ratio

AP23.4.4.i Buildings shall not exceed a plot ratio of 0.8.

AP23.4.4.ii Plot ratio is the sum of all floor areas contained within all the buildings (including accessory buildings) which have been or are intended to be erected on the site, divided by the net area of the site on which they stand or are proposed to be erected.

AP23.4.4.iii Floor area is the gross floor area of each level of the building but excludes:

- a. garages, car parking, common entry foyer and common service areas such as plant rooms, lift shafts, stairs or storage space with a floor level 1m or less above the crown of the road. Any of these areas which are above that level are to be included in the floor area.
- b. decks or balconies so long as:
 - i. ~~if~~ the deck or balcony is roofed over in whole or in part, it is by a roof or another open deck or balcony, and
 - ii. ~~if~~ the deck or balcony is not enclosed.

Where two or more sites are amalgamated the combined net area of the sites shall be used.

Explanation and Reasons

AP23.5.4.iv The purpose of Rule D is to limit the “visual bulk” of any building to a degree commensurate with the aims of Appendix 22, in the context of the Wakefield Quay Precinct.

The exclusion of roofed over balconies and decks from the plot ratio calculation is to encourage the inclusion of a building element which could add to the detailing of the building. However, the covering can only be another open deck or balcony on an upper level, or a separate roof. The deck or balcony cannot be covered by an overhang of the building proper, as that would work against the terracing sought in AP23.4.2, and the detailing in AP23.5.8.

AP23.4.5 rule E - vegetation

AP23.4.5.i The green band of vegetation behind the existing houses from the building height line up to the eastern boundary of the precinct shall be maintained.

AP23.4.6 rule F - parking and access

AP23.4.6.i Parking requirements are as for the Residential Zone [See the ~~Nelson Resource Management Plan~~, Appendix 10 - Standards terms for parking and loading and Appendix 11 - Access standards] except:

- a. where there are three or more residential units in a development, the following matters will be considered as a restricted discretionary activity — the number, location, and width of vehicle crossings, and the direction of access and egress to and from the crossing(s). Applications will be considered without notification, or obtaining the written consent of affected persons, under s94 of the Act); and

AP23.4.6.ii On-site turning shall be provided.

AP22.4.6.iii Garaging in the front yard shall be discreet, and colour and design shall match the building. No more than one level of parking is permitted to be visible from street frontage.

Note: On-street parking is limited and access is difficult. Particular attention shall be paid to safe access and egress from the site. This will include checking sight lines for drivers. See REr.30 - Buildings and fences near vehicle accesses and Appendix 11 - Access standards.

AP23.4.7

rule G - front yard

AP23.4.7.i

Building coverage of the area within 4m of the road boundary shall not exceed 50%.

AP22.4.7.ii

A minimum of 50% of the front yard area not built on shall be landscaped. This area shall not include required sight lines for exiting vehicles.

AP23.5

design guidelines

AP23.5.1

activities

AP23.5.1.i

Note that in accordance with the Plan any activity which is not a residential activity (except a home occupation) is a discretionary activity, and requires a resource consent application.

AP23.5.1.ii

These guidelines acknowledge the variety of activity in the Precinct. Activities which complement the existing environment and enhance the residential quality of the Precinct such as small cafes and guesthouses will add to the general streetscape if designed appropriately.

AP23.5.1.iii

Activities unrelated to the Precinct attracting high car counts or which significantly encourage pedestrians to cross the busy road shall be discouraged e.g. fast food, general retail shops.

AP23.5.2

heritage buildings

AP23.5.2.i

The listed Heritage Buildings are important elements in the Precinct. Any work on Group A and B buildings must comply with the requirements of the Plan (see Residential Rule Table).

AP23.5.2.ii

New buildings which are to be located beside "Group A" buildings should be developed in a scale and context related to the heritage building and should enhance rather than embarrass it. This does not mean a new building should replicate the heritage building.

AP23.5.3

the sea edge

AP23.5.3.i

No new structures will be allowed on the sea edge side of Wakefield Quay or adjacent water except as covered in AP23.5.3.iii, AP23.5.3.iv and AP23.5.3.vi.

AP23.5.3.ii

The existing Boat Shed Cafe and Boat House have great heritage value (Group A buildings) and shall be retained.

AP23.5.3.iii

Additions to existing buildings shall not be permitted, unless they are minor (See REr.85 — Heritage buildings, places and objects: alterations to Group A and B items) and do not obstruct the view from the road or from the houses along Wakefield Quay. They shall be designed to be sympathetic to the existing building.

AP23.5.3.iv

Replacement of an existing building because of fire or natural disaster will be allowed, but the new structure shall be within the existing building envelope and be designed to complement the existing architecture.

AP23.5.3.v

The existing chain fence and sea wall have significant visual and historical value and shall be retained.

AP23.5.3.vi

Development of seating and steps down to the water, landscaping and general

development of “people spaces” is to be encouraged. However, the design shall be sympathetic to the sea wall and chain fence with matching materials. The general line of the sea wall must not be interrupted, particularly when viewed from the sea. The view from the road or from houses along Wakefield Quay shall not be obstructed.

AP23.5.4 vegetation and landscape

AP23.5.4.i Vegetation at street level or near the front of the site is important to link in with the existing planting and to soften walls and garaging. The use of evergreen trees is encouraged.

AP23.5.4.ii Permanent planting on terrace areas is encouraged to break up and soften walls and garaging.

AP23.5.5 scale and pattern

AP23.5.5.i New development must be sympathetic to the scale and pattern of existing buildings in the area as described under “Area Assessment”. The horizontal banding that commonly arises from repetitive storeys, is an element not reflective of the houses that are dominant in the character of the existing precinct. Breaking up of the façades of larger structures, the use of visible roof planes, the proportioning of solid wall to glass, and permanent planting, are elements which should be introduced to reflect the existing scale and pattern, to subdue repetitive horizontal banding of façades, and to achieve an effect of a variety of buildings linked together.

AP23.5.5.ii New building façades must be interrupted, varied or modulated in the horizontal plane (i.e. front elevation) at not more than 10m centres, to prevent single horizontal building forms. New façades shall relate to the scale and variety of the existing architecture, which comprises single dwellings on individual land titles with frontages of narrow to moderate widths.

AP23.5.6 roof line

AP23.5.6.i Pitched roofs, both gable and hipped, are a highly visible and predominant characteristic of the precinct, and designers of new developments are encouraged to relate new roof forms to the existing.

AP23.5.7 windows

AP23.5.7.i The high proportion of solid wall to window openings and the separation of windows, are important features of the existing buildings, and new designs should have regard for this characteristic.

AP23.5.7.ii Large expanses of glass, black bands or dark tinted or reflective glass, or glass walls are not appropriate. Designers shall break up large areas of window with mullions, doors and similar features. Terrace balustrades may also serve to give solidness to the elevation.

AP23.5.7.iii Detailing around windows is an important element when linking new buildings into the existing streetscape. Windows shall be recessed to provide a shadow line and avoid flat façades.

AP23.5.7.iv Care shall be taken with the location and orientation of windows to avoid significant impact on the privacy of neighbours.

AP23.5.8 detailing

AP23.5.8.i The buildings shall introduce a level of detailing to the elevations to provide interest to pedestrians and complement the existing buildings.

AP23.5.9

outdoor living

AP23.5.9.i

Every new dwelling or apartment should have an outdoor living court adjacent to living rooms in the form of a terrace, balcony or landscaped area of a minimum 12m². The minimum dimension for the outdoor area should be 2.4m. (The object of this guideline is to continue the residential activity and character of the precinct, presently manifested in verandahs and outdoor living terraces. The minimum dimensions allow space for a group of people to sit around a table).

AP23.5.9.ii

Care shall be taken with the location and orientation of outdoor living areas to avoid significant impact on the privacy of neighbours. Screens shall be used where appropriate to ensure a reasonable level of privacy.

AP23.6

consent applications

AP23.6.1

application of nelson resource management plan

a. Non-residential activities

Under the Nelson Resource Management Plan, any non-residential activity establishing in the Wakefield Quay Precinct requires an application for a resource consent as a discretionary activity (see Nelson Resource Management Plan, Chapter 7, Rule REr.20 — non-residential activities). See the definition for residential activity.

b. Buildings and structures

Within the Wakefield Quay Precinct:

i. all new buildings, or

ii. any alteration to the external appearance of an existing building or structure other than “re-decoration, restoration or insignificant alteration carried out with materials similar to, or having the same appearance to those originally used.”- is a restricted discretionary activity under Chapter 7 of the Plan (Rule REr.84 (Wakefield Quay Precinct)) if the activity complies with rules A, B, C, D, E, F and G in this Guide, and the standards set out in Rule REr.84 (Wakefield Quay Precinct). Rule REr.84 also sets out the matter over which discretion is restricted.

c. Comprehensive Housing Developments will be assessed in accordance with AP23 ‘Design Guide for Wakefield Quay’ as well as AP22 ‘Comprehensive Housing Development’. Where there is a conflict between provisions or requirements, AP23 shall take precedence.

AP23.6.1.i

If the activity does not comply with Rules A to G, or any of the standards set out in Rule REr.84, it is a discretionary activity.

AP23.6.1.ii

The Council’s assessment of any application for a resource consent will be based on compliance with this Design Guide. In the case of discretionary activity applications, regard will also be had to the assessment criteria for the relevant rule that is contravened (see Residential Rule Table).

AP23.6.2

consultation

AP23.6.2.i

Early consultation with the Nelson City Council Planning Department is encouraged to resolve design issues prior to lodging a planning application.

AP23.6.3

demolition or removal of buildings

- AP23.6.3.i** The Nelson Resource Management Plan should be consulted if demolition or removal of any listed Heritage Building in the Precinct is contemplated.
- AP23.6.3.ii** There are several buildings which have a Group A or B heritage listing. These are shown on the Planning Maps (under layer group 'NRMP Heritage'), and in Appendix 1 - Heritage buildings, places and objects of the Plan. Any application for consent to demolish or remove these buildings must satisfy the criteria in the Plan. In addition any demolition or removal application shall be accompanied by a resource consent application for the intended replacement building.
- AP23.6.4** **supporting information required**
- AP23.6.4.i** The planning application for any building development must include:
- a. the street elevation of the building, extended to show several of the buildings on either side to illustrate the relationship of the design to, and its context within, Wakefield Quay, together with the top of the cliff behind and the building height line.
 - b. a written analysis of the manner in which the proposed development responds to the design guide and how it relates and responds to the Precinct.

The map is now available on ePlan under the group layers 'NRMP Heritage'; layers 'Heritage Precincts'.

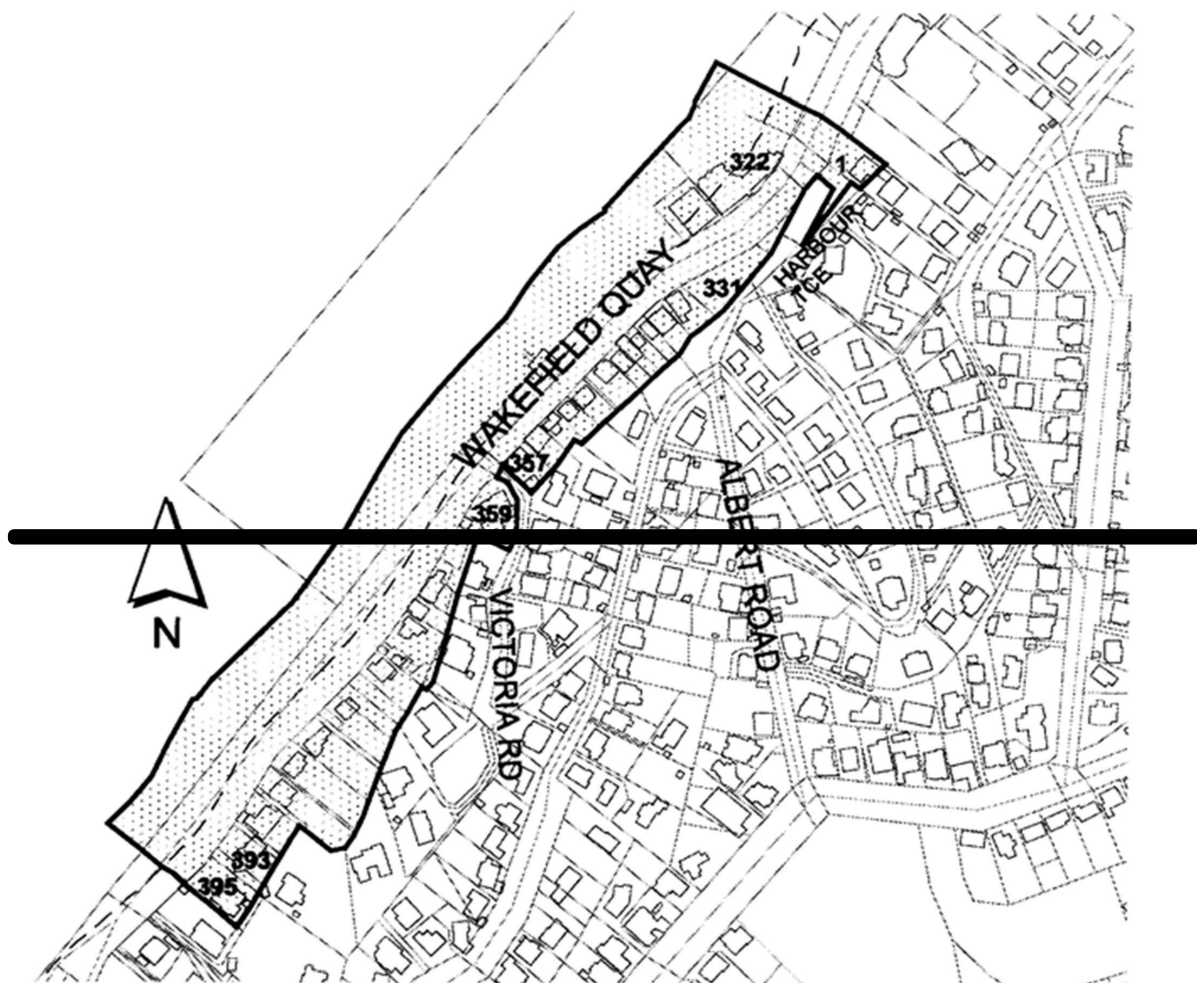


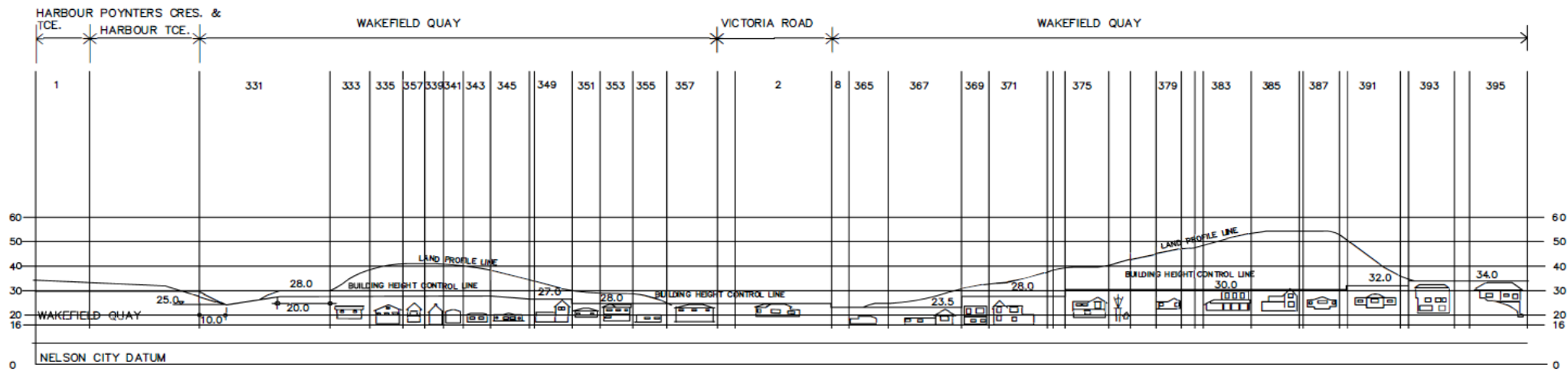
Figure 1
Design guidelines for Wakefield Quay

Subject Area Plan
Area subject to guidelines shown shaded



NELSON CITY COUNCIL

DESIGN GUIDELINES **Figure 1 - Elevation requirements for Wakefield Quay**



ELEVATION OF WAKEFIELD QUAY

SHOWING BUILDING HEIGHT CONTROL LINE
RELATED TO NELSON CITY DATUM

- THE LAND PROFILE LINE IS THE APPROXIMATE LEVEL OF THE IMMEDIATE CLIFFS VIEWED FROM THE HARBOUR SIDE OF WAKEFIELD QUAY ROAD.
- SECTION NUMBERS ARE STREET NUMBERS
- ELEVATIONS OF HOUSES ARE APPROX. HEIGHT ONLY

NELSON CITY COUNCIL
DESIGN GUIDELINES FOR WAKEFIELD QUAY

FIGURE 1

Amended by Council Decision – 6 August 1998

Appendix 24 Designations

Minor corrections only.

AP24.1.i	A Minister of the Crown, a local authority with financial responsibility for a public work, or a network utility operator approved as a requiring authority under section 167 of the Resource Management Act may require land to be designated within the Plan. The designations are indicated on the planning maps <u>(under the layer group 'NRMP General Overlays')</u> .
DAA1.5.i	The extent of the Aerodrome designation is shown on the Planning Maps <u>(under layer group 'NRMP General Overlays')</u> .
DAA2.5.ii	An alternative to designation of the Airnoise boundary is its inclusion as part of an airport protection zone in the Planning Maps <u>(under layer group 'NRMP Port Airport')</u> and incorporation of appropriate planning controls as part of this Plan. This procedure has been proposed as part of the District Plan process in other districts where the airport is in a rural locality or where the airport authority owns all the land inside the Airnoise Boundary. However, where there are existing residential properties inside the Ldn 65 (109 Pasques) contour, as in this case, it is considered that the designation procedures afford private property owners maximum protection in terms of buy out rights and compensation in relation to existing properties under the flight path at the western end of the runway. Furthermore, designation retains the area affected by airport operations in the control of the Airport Authority whose function is to manage airport operations in a safe and efficient manner. Alternative time frames for the designation were evaluated and a period up to and including Year 2020 is deemed reasonable in view of existing and projected growth figures, the long term unsuitability of residential use at Grace Street and the amount of existing zoned residential land which has been identified as being noise affected by the year 2020.
Table (DN) – DN3	Various, as per Planning Maps <u>(under layer group 'NRMP General Overlays')</u>
Table (DTR) – DTR4	All those parts of State Highway 6 identified on the location map in the Planning Maps <u>(under layer group 'NRMP General Overlays')</u>
DTR4.i	State Highway purposes - All those parts of State Highway 6 identified on the location map in the Planning Maps <u>(under layer group 'NRMP General Overlays')</u> .

Appendix 30 Flood Path Table

This Appendix had amendments to it under PC29, the recommendation is to retain the amendments with minor corrections.

Note 1: The "Flood Path" column indicates the distance flooding extends from the top of each stream bank. See also Appendix 6 for consistency.

* This flood path does not apply in the ~~General~~ Residential Zone.

† This flood path does not apply in the Suburban Commercial Zone.

Stream name	From	To	Flood Path (see Note 1)
Saxton Creek Coast to Main Road Stoke	The upstream end of the open channel	Main Road Stoke.	10m
Saxton Creek	Main Road Stoke	Champion Road and main stem to next confluence.	15m
~~Orphanage Creek~~	~~Waimea Inlet~~	~~Main Road Stoke.~~	~~15m~~
Orphanage Creek	Suffolk Road [†]	Headwaters. [†]	5m
~~Orchard Creek~~	~~Waimea Inlet~~	~~Nayland Road.~~	~~10m~~
Poormans Valley Stream	Christian Academy Bridge [*]	Marsden Valley Reserve. [*]	10m
Jenkins Creek	Newman Drive [*]	Enner Glynn roadhead. [*]	10m
York Stream	York Dam	Headwaters.	10m
Brook Stream	328 Brook St./Upstream Boundary [*]	Headwaters. [*]	15m
Maitai River	Jickells Bridge	Headwaters.	10m
Kaka Hill Tributary	Dennes Hole (Maitai River)	Headwaters.	10m
Sharlands Creek	Maitai River	Headwaters.	10m
~~Oldham Creek~~	~~Main channel at 37 Hodgson Place/130 Dodson Valley Road boundary~~	~~True left branch at residential boundary.~~	~~5m~~
~~Oldham Creek~~	~~Strathaven Place downstream boundary. Both branches.~~	~~Upstream boundaries of Residential Zone.~~	~~5m~~
Todds Valley Stream (main channel)	S.H.6. [*]	Rural-Small Holding/Rural boundary. [*]	10m
Little Todds Valley Stream (branch)	Todds Valley Stream (main channel) [*]	Rural-Small Holding/Rural boundary. [*]	10m
Todds Valley Road Stream (branch)	Todds Valley Stream (main channel) [*]	Rural-Small Holding/Rural boundary. [*]	10m

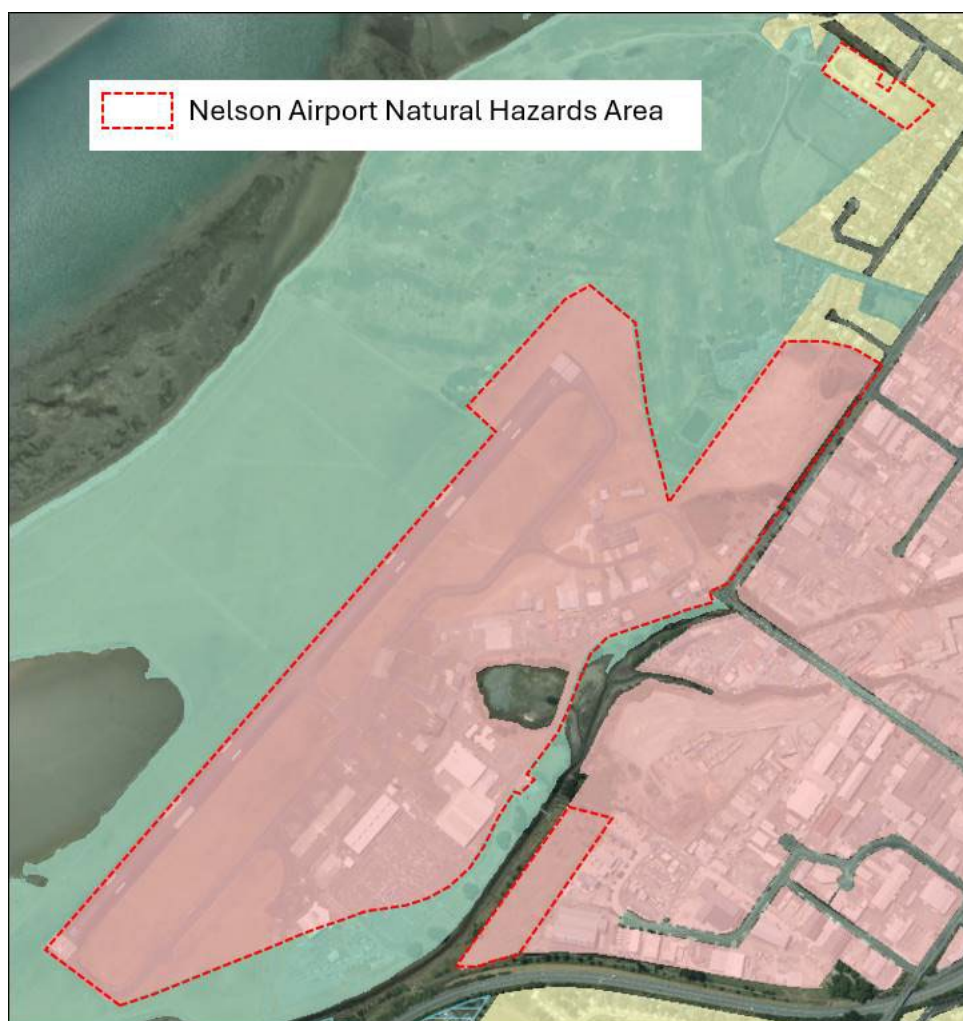
This new Appendix was introduced under PC29, the recommendation is to retain it.

Appendix 31 **Nelson Airport natural hazards rules**

AP31 **Overview**

This appendix prescribes the natural hazard rules as they relate to land identified below in the Nelson Airport Natural Hazards Area.

Nelson Airport Natural Hazards Area



Contents of Nelson Airport Natural Hazards Area rule table

<u>APr.31.1</u>	<u>Flood Areas - Storage of a hazardous substance</u>
<u>APr.31.2</u>	<u>Flood Areas - Buildings</u>
<u>APr.31.3</u>	<u>Flood Areas - Fencing</u>
<u>APr.31.4</u>	<u>Flood Areas - Network utilities</u>
<u>APr.31.5</u>	<u>Flood Areas - Earthworks</u>

APr.31.6	Flood Areas - Flood mitigation and protection works
APr.31.7	Liquefaction Hazard Overlay - Building or network utility

<u>Item</u>	<u>Permitted</u>	<u>Controlled</u>	<u>Discretionary/Non-complying/Prohibited</u>
<u>APr.31.1</u> <u>Flood Areas</u> <u>Storage of a hazardous substance</u>	<u>APr.31.1.1</u> <u>In Flood Areas the above ground storage and use of a hazardous substance is a permitted activity where it is located within the flood plain and located in a manner so as not to be inundated from 1% AEP flood flows.</u>	<u>APr.31.1.2</u> <u>not applicable</u>	<u>APr.31.1.3</u> <u>Activities that contravene a permitted condition are restricted discretionary. Discretion is restricted to:</u> i. <u>the extent to which hazardous substances stored in flood hazard areas are protected from flooding, spillage and leakage in the event of a flood hazard; and</u> ii. <u>any additional risk from coastal flooding; and</u> iii. <u>stormwater management; and</u> iv. <u>the potential risk to people, property and the environment; and</u> v. <u>the functional and/or operational need to be located within the hazard area; and</u> vi. <u>the need to locate Nationally and/or Regionally Significant Infrastructure within the hazard area.</u>
<u>Assessment Criteria</u>		<u>Explanation</u>	
<u>APr.31.1.4</u> <u>N/A</u>		<u>APr.31.1.5</u> <u>N/A</u>	
<u>Item</u>	<u>Permitted</u>	<u>Controlled</u>	<u>Discretionary/Non-complying/Prohibited</u>
<u>APr.31.2</u> <u>Flood Areas</u> <u>Buildings</u>	<u>APr.31.2.1</u> <u>In Flood Areas a building activity is a permitted activity provided that it is:</u> a. <u>maintenance, reconstruction, repair or alteration to an existing building, where for reconstruction the</u>	<u>APr.31.2.2</u> <u>not applicable</u>	<u>APr.31.2.3</u> <u>Activities that contravene a permitted condition are restricted discretionary. Discretion is restricted to:</u> i. <u>the extent of any adverse effects of natural hazards on people and property; and</u>

	building is in the same, or substantially the same position on the site it replaces; or b. the establishment of any new building or alteration to an existing building located in the Inundation Overlay where either: i. the new building or alteration to an existing building does not exceed 25m² gross floor area; or ii. the building is designed to accommodate flood tolerant activities up to 250m² gross floor area; or iii. the building has a finished floor level of at least 0.3m above the 1% AEP flood level and compliance with this is demonstrated by a written statement issued by a Chartered Professional Engineer with experience in flood risk; or c. the establishment of any new building or alteration to an existing building located in the Flood Hazard Overlay or High Flood Hazard Overlay where either: i. the new building or alteration to an existing building does not exceed 10m² gross floor area; or ii. the building: A. has a finished floor level of at least 0.3m		ii. floor and/or ground levels; and iii. any additional risk from coastal flooding; and iv. stormwater management; and v. access in a flood event, including ingress and egress; and vi. the intended use of the building, its design and tolerance to flood events; and vii. any exacerbated effects in relation to flooding on or off-site; and viii. the functional and/or operational need to be located within the hazard area; and ix. the need to locate Nationally and/or regionally Significant Infrastructure within the hazard area.
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	above the 1% AEP flood level; and B. <u>does not impede flood flows so as to exacerbate the flood hazard to other properties upstream or downstream of the site; and</u> C. <u>complies with A. and B. above, demonstrated by a written statement issued by a Chartered Professional Engineer in flood risk.</u> d. <u>this rule excludes:</u> i. <u>navigational and meteorological facilities and aids; and</u> ii. <u>airport lighting structures; and</u> iii. <u>all open structures with a floor.</u>		
Assessment Criteria		Explanation	
APr.31.2.4		APr.31.2.5	
N/A		N/A	
Item	Permitted	Controlled	Discretionary/Non-complying/Prohibited
APr.31.3 Flood Areas <u>Fences</u>	APr.31.3.1 <u>In Flood Areas a fence is a permitted activity provided that in the 1% AEP flood flow it is designed to allow the passage of flood water where at least 70% of the surface area of the fence is not solid.</u>	APr.31.3.2 <u>not applicable</u>	APr.31.3.3 <u>Activities that contravene a permitted condition are restricted discretionary. Discretion is restricted to:</u> i. <u>the design of the fence; and</u> ii. <u>the potential impacts on any overland flow path, including obstruction, exacerbated effects in relation to flooding on</u>

			or off-site, and changes in depth and velocity of flow; and iii. and additional risk from coastal flooding; and iv. stormwater management; and v. the functional and/or operational need to be located within the hazard area; and vi. the need to locate Nationally and/or Regionally Significant Infrastructure within the hazard area.
Assessment Criteria		Explanation	
APr.31.3.4		APr.31.3.5	
N/A		N/A	
Item	Permitted	Controlled	Discretionary/Non-complying/Prohibited
APr.31.4 Flood Areas Network utilities	APr.31.4.1 In Flood Areas, an above ground network utility is a permitted activity provided that it is: a. a network utility structure, including additions to an existing structure, up to 25m² gross floor area; or b. construction of a private road or accessway in the 1% AEP floodplain that does not impede flood flows or exacerbate the flood hazard to other properties upstream or downstream of the site.	APr.31.4.2 not applicable	APr.31.4.3 Activities that contravene a permitted condition are restricted discretionary. Discretion is restricted to: i. the extent of any adverse effects on people, property and infrastructure; and ii. the type of network utility and its vulnerability to flooding; and iii. any additional risk from coastal flooding; and iv. stormwater management; and v. access in a flood event; and vi. any exacerbated effects in relation to flooding on or off-site; and vii. the functional and/or operational need to be located within the hazard area; and viii. the need to locate Nationally and/or

			Regionally Significant Infrastructure within the hazard area.
Assessment Criteria		Explanation	
APr.31.4.4		APr.31.4.5	
N/A		N/A	
Item	Permitted	Controlled	Discretionary/Non-complying/Prohibited
APr.31.5 Flood Areas Earthworks	APr.31.5.1 In Flood Areas, earthworks are a permitted activity provided that the earthworks: a. are related to any construction activity that does not exceed a period of 12 weeks where at the completion of works the finished contour is equivalent to the ground level as at the commencement of the works; or b. in the Inundation Overlay is not more than: i. 200m³ in any calendar year; and ii. has a maximum cumulative volume of filling and excavation of 1000m³ within any continuous period of 10 calendar years; and c. in either the Flood Hazard Overlay or High Flood Hazard Overlay is not more than: i. 10m³ in any calendar year; and ii. has a maximum cumulative volume of filling and excavation of 50m³ within any continuous period of 10 calendar years.	APr.31.5.2 not applicable	APr.31.5.3 Activities that contravene a permitted condition are restricted discretionary. Discretion is restricted to: i. the extent of any adverse effects on people, property and infrastructure; and ii. the displacement of flood waters beyond the site, exacerbation of the flood hazard and impact on the conveyance function of the flood plain; and iii. any additional risk from coastal flooding; and iv. stormwater management; and v. mitigation measures to address risk from the flood hazard; and vi. the purpose of the earthworks in terms of the functional and/or operational need of the activity associated with the earthworks to be located within the hazard area; and vii. the purpose of the earthworks in terms of the need to facilitate or locate Nationally and/or Regionally Significant Infrastructure within the hazard area.

<u>Item</u>	<u>Permitted</u>	<u>Controlled</u>	<u>Discretionary/Non-complying/Prohibited</u>
<u>APr.31.6</u> <u>Flood Areas</u> <u>Flood mitigation and protection works</u>	<u>APr.31.6.1</u> <u>In Flood Areas, the operation, maintenance, renewal, repair or minor infrastructure upgrade of existing flood mitigation works undertaken by a network utility operator is a permitted activity.</u>	<u>APr.31.6.2</u> <u>not applicable</u>	<u>APr.31.6.3</u> <u>Activities that contravene a permitted condition are restricted discretionary.</u> <u>Discretion is restricted to:</u> i. <u>the extent to which the structure or works for the structure are located and designed to avoid, remedy or mitigate adverse effects; and</u> ii. <u>the displacement of flood waters beyond the site, exacerbation of the flood hazard and impact on the conveyance function of the flood plain; and</u> iii. <u>any additional risk from coastal flooding; and</u> iv. <u>stormwater management; and</u> v. <u>the adverse effects of the works on the function of natural systems, landscape values, ecological values and amenity values; and</u> vi. <u>the purpose of the protection works in terms of the functional and/or operational need of the activity associated with the protection works to be located within the hazard area; and</u> vii. <u>the purpose of the protection works in terms of the need to facilitate or locate Nationally and/or Regionally Significant Infrastructure within the hazard area.</u>
<u>Assessment Criteria</u>		<u>Explanation</u>	
<u>APr.31.6.4</u>		<u>APr.31.6.5</u>	

N/A		N/A	
<u>Item</u>	<u>Permitted</u>	<u>Controlled</u>	<u>Discretionary/Non-complying/Prohibited</u>
<u>APr.31.7</u> <u>Liquefaction Hazard</u> <u>Overlay</u> Building or network utility	<u>APr.31.7.1</u> In the Liquefaction Hazard Overlay a building or network utility is a permitted activity provided that: - the building or network utility does not contain a habitable space, has a gross floor area less than 36m² and is not more than 4.5m high; or - it is an addition to an existing building or network utility; or - the building or network utility occurs on a lot which was created by a subdivision that obtained resource consent, and where the subdivision application included a site-specific assessment of liquefaction for the lot prepared by a suitably qualified and experienced professional Geotechnical Engineer or Engineering Geologist which included recommendations to mitigate the risk from liquefaction hazard.	<u>APr.31.7.2</u> In the Liquefaction Hazard Overlay a building or a network utility that contravenes a permitted condition is a controlled activity. Control is reserved over: - the location, scale and design of the buildings, foundations and services as they relate to the liquefaction hazard; and - liquefaction hazard remediation methods, including whether these identified methods are appropriate including having regard to provision for ground strengthening, foundation design and provision for resilient services.	<u>APr.31.7.3</u> not applicable
<u>Assessment Criteria</u>		<u>Explanation</u>	
APr.31.7.4		APr.31.7.5	
N/A		N/A	

Appendix 32 Maitahi Bayview (Schedule X) area rules

Nelson City Council resolved to make PPC28 operative on the 19th December 2024. PPC28 included the creation of a new schedule – Schedule X, which includes provisions specifically related to the PPC28 area. As Schedule X is now operative, we propose to move the recommendations previously captured in this appendix to Schedule X - see Schedule X under Attachment 1a of the Recommendation reports.