Key:
Amendments to the NRMP proposed in the notified version of PC29 are shown with black underline and ~~strikethrough~~.
Amendments to the notified PC29 recommended in the S42A reports are shown with red underline and ~~strikethrough~~.
Amendments proposed in the S42A Addenda and Joint Witness Statements are shown in red underline and ~~strikethrough~~ with yellow highlight.
Amendments proposed by the S42A Author from the Hearing are shown in red underline and ~~strikethrough~~ with green highlights.
Comment boxes have been used to indicate the submission that provides scope for the recommended amendment. The S42A author initials indicate which S42A report addresses the change.

Note:
Minor editorial changes have been made to the text under RMA Schedule 1, Clause 16 shown in red underline and ~~strikethrough~~.

appendix 11

access standards

AP11 overview - application of Appendix 11

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 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.
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.ii For subdivisions creating sites that are steeper than 1 in 8 for residential and 1 in 16 for non residential, the subdivision consent application plans shall show indicative access to a parking space within each lot and the extent of works (including cut/fill batters and retaining) that would be needed. Any retaining structures must be located on private land and not legal road. Final details of the access construction will be required to be shown on engineering plans submitted in accordance with the Nelson Tasman Land Development Manual 2020.

AP11.1 minimum distance of vehicle crossing from intersections

AP11.1.i Vehicle crossing spacing from intersections shall be in accordance with Section 4.10 Private Access and Crossings Nelson Tasman Land Development Manual 2020.

AP11.2 maximum number and minimum spacing of vehicle crossings

The maximum number of vehicle crossings permitted for each site shall be in accordance with Section 4.10 Private Access and crossings of the Nelson Tasman Land Development Manual 2020.

AP11.3 design of vehicle access

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.

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~~The~~ recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application.; and

x. Addresses issues and ~~desired~~ 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.

AP11.3A design of 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 safety 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 ~~the micromobility access~~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 ~~the micromobility access~~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.

Commented [RD1]: Minor correction to read correctly from (b) at the top

Commented [RD2]: S626.011

Commented [RD3]: Minor correction to read correctly from the top sentence

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.

AP11.4 vehicle oriented commercial activities

AP11.4.1 Vehicle oriented commercial activities include service stations, truck stops, supermarkets, shopping centres and drive-in or drive-through retail outlets.

AP11.4.2 Notwithstanding the above rules, all vehicle oriented commercial activities must comply with the following rules:

a. Any canopy must be set back 2m from the road boundary.
b. Vehicle crossings into vehicle oriented commercial activities must comply with the minimum distance of vehicle crossing from intersections contained in Section 4.9.2 Private Access of the Nelson Tasman Land Development Manual 2020.
c. Vehicle crossings into vehicle oriented commercial

activities must comply with the following minimum separation distances from other access ways.
   i. Between vehicle crossings for residential activities - 7m.
   ii. Between vehicle crossings for other activities — 15m.

d. The width of any driveway into a vehicle oriented commercial activity shall comply with the following:
   i. One way - 4.5m min and 6m max.
   ii. Two way - 6m min and 9m max.
   iii. Any driveway with a width greater than 9m will be discretionary
   iv. Any one way entrance or exit must be signposted as such and may also have road marking on-site.

e. The site layout shall be such that all vehicles can enter and leave the site in a forward direction without any need for additional on-site manoeuvring or manoeuvring on the frontage road.

f. For all driveways from State highways, arterial or principal roads to be used by heavy vehicles, the first 20m of the driveway shall be generally at the same level as the frontage road itself. All accesses on to limited access roads are to comply with NZ Transport Agency standards and will require NZ Transport Agency approval.

g. For queuing provisions refer to Appendix 10 - standards and terms for parking and loading.

h. Site size shall be sufficient to ensure that no vehicles being serviced, entering a carpark, awaiting service, or servicing the establishment require to be parked on the road or in such a location that impedes entry, exit, and visibility to or from the entranceway.

i. On-site car parking and vehicle manoeuvring shall be designed and constructed in accordance with the requirements of the activity but should not impact on the adjacent road network.

j. The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.

k. The design of the vehicle access and the minimum sight distances from accesses shall be provided in compliance with the rules and figure 10 in this Appendix.

l. Adequate on-site provision shall be made for service vehicles and for goods loading and unloading in accordance with standards set out in Appendix 10 - Standards and terms for parking and loading and Appendix 11 - Access standards. The areas set aside shall be sufficiently dimensioned for the largest expected vehicles, plus manoeuvring space about those vehicles and the numbers of those vehicles expected to be at the site at any one time.

m. The design and site layout of vehicle oriented commercial activities shall make provision for the safe movement of pedestrians about the site, at the vehicle crossings associated with the site and for their safe movement across roads in the vicinity of the site without an adverse effect on the operation of the frontage road.

AP11.5 gates

AP11.5.1 Gates, garage doors and other like openings must be hung so that they swing into the site and not over any road or adjoining site. Tilting garage doors and similar openings must not, at any time, overhang any road or adjoining site.

AP11.5.2 Building doors or windows when opened must not overhang any required vehicle access.

AP11.6 assessment criteria for resource consents

AP11.6.1 access

a. Whether adequate sight lines are available from alternative access points.
b. The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection or with lesser unobstructed sight distances, than is permitted by the Plan.
c. The extent to which conflicts between vehicles would be created by vehicles queuing across the vehicle crossing. Confusion between vehicles could be created by vehicles queuing across the vehicle crossing, or between vehicles turning at the crossing or the intersection, or by an inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.
d. Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.
e. Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users. Whether the geometry of the road could mitigate the adverse effects of the access.
f. The ability to provide access to allotments without the need for extensive retaining walls, and in particular, without the need for any retaining walls located on legal road.
g. The ability of the proposed vehicle crossing(s) to minimise conflict points with people walking and cycling on shared paths/footpaths and to maximise the berm and on street parking area so as to contribute to a high amenity road environment.
h. The extent of compliance with the Nelson Residential Street Frontage Guideline.

AP11.6.2 vehicle orientated commercial activities

a. The design and layout of accesses, manoeuvring aisles, car parking and loading areas and the potential effect of these on the safety and efficiency of the frontage road.
b. Provision for the safe movement of pedestrians about the site and on the adjacent frontage road.
c. The safety and efficiency of the access taking into account the regulating speed limit on the frontage road, available visibility, road geometry, and vehicle volumes on the frontage road.

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

AP11.7 reasons for rules

AP11.7.1 distances of vehicle crossings from intersections

AP11.7.1.i In order to simplify the driving task by reducing potential conflict points and areas of distraction, there is a requirement to locate entrances at varying distances from intersections depending on the function of the road. Arterial roads typically carry the highest traffic volumes at higher operating speeds. Distances therefore need to be greater on these roads to allow for driver reaction times and also for longer queuing distances at intersections. It also reduces confusion for drivers who may not otherwise be able to tell whether an indicating vehicle is intending to turn at the driveway or the intersection. Similarly, principal and collector roads carry higher traffic volumes at higher operating speeds than local roads and distances of vehicle crossings from intersections are accordingly required to be greater on these roads.

AP11.7.2 maximum number, spacing and width of vehicle crossings

AP11.7.2.i In order to simplify the driving task the number, spacing and width of vehicle crossings has been regulated. Arterial roads generally operate at higher speeds and volumes and drivers have an expectation that there will be less activity from adjoining land. Controls on the number of access per

property aims to reduce conflict points between vehicles and pedestrians and cyclists on shared paths and footpaths. The controls also maximise the amount of berm for landscaping and maximise the area available for on street parking thereby improving the amenity of the road environment. The control on the width of crossings provides adequate width for the vehicles likely to be using them while defining the point where vehicles are likely to enter and exit the site.

AP11.7.3 design of vehicle access

AP11.7.3.i The controls on the design of accesses onto State Highways and arterial roads recognise that the safety and efficiency of these routes should be maintained. The controls on the angle of the road access positions the driver such that they are able to see approaching vehicles in either direction. In addition, drivers have to slow to enter the access which provides an obvious signal to following drivers and improves on-site safety.

AP11.7.3.ii The seal widening provided for on State Highways and arterial roads where the speed limit is over 50 km/hr provides an additional sealed area. This ranges from a design where drivers can slow down out of the traffic, or move around vehicles making a turn with less effect on through traffic, to a design which provides for the manoeuvring of trucks such as milk tankers. In the latter case it provides for a vehicle to make its manoeuvre on a sealed surface without the need to cross into the opposing traffic lane when making a left turn into an access.

AP11.7.3.iii The minimum visibility distances are required to maintain the safety of the roading network. The distances are related to the 85th percentile speed of approaching vehicles as stopping distances are related to traffic speed. The distances are less for residential uses which have lower traffic numbers and more regular users than other activities. The maximum gradient and restrictions on breakover angles is to provide for ease of access.

AP11.7.3.iv Design plans for access to individual lots are required at subdivision consent and engineering design approval stages to ensure that Council and future owners can be satisfied that practical access is able to be constructed.

AP11.7.4 vehicle orientated commercial activities

AP11.7.4.i It is necessary that vehicles entering and exiting these activities can do so without adversely affecting the safety and efficiency of traffic along the adjoining roadway. Crossings must therefore have sufficient width to allow the safe movement of vehicles but at the same time not be so wide that vehicles are poorly channelled into the site. The vehicle manoeuvring areas should be designed such that there is sufficient space for the queuing of all vehicles wishing to access the activity for whatever reason.

AP11.7.5 Micromobility access

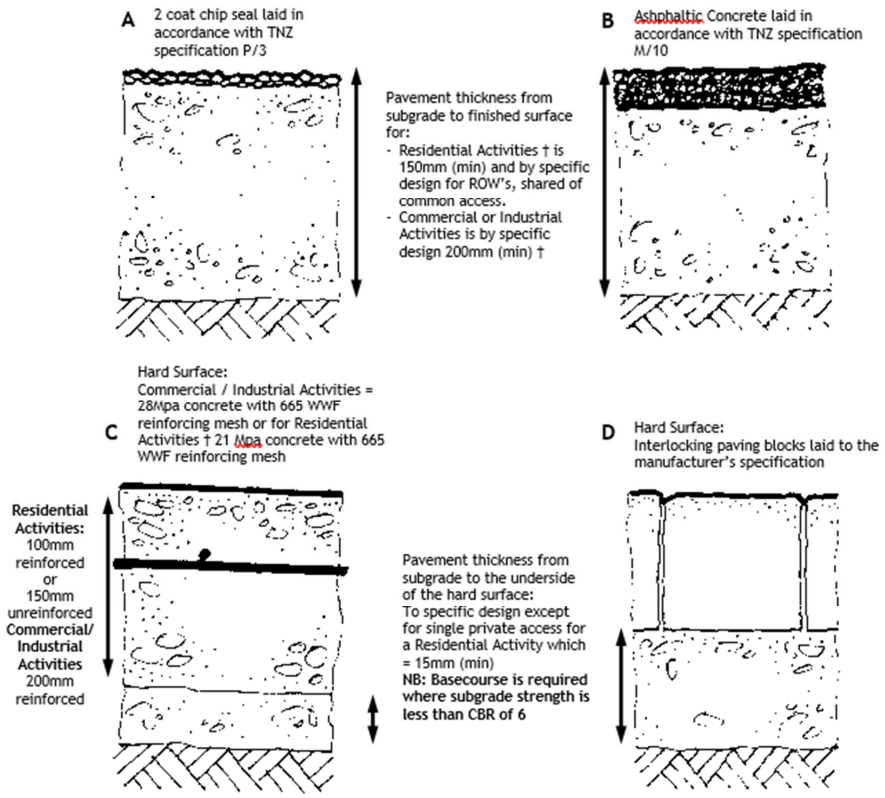
AP11.7.5.i Where vehicle access to a site or residential unit is not provided, pedestrians and micromobility users access needs to be

provided. The design of this access should:

- Provide for people of all abilities
- Incorporate CPTED design principals to ensure the safety of all users
- Enable wayfinding and dwelling identification
- Provide for privacy and amenity.

Figure 10 — typical examples of complying permanent surface.

Refer definition of Permanent Surface in APP 10



Notes to Figure 10:

a. Residential Activities †: For the purpose of this figure Residential Activities excludes any non residential activity. The excluded activities are deemed to be Commercial Activities for the purpose of this figure.
b. Rural Access: For the purpose of this figure the Residential Activity standards of this figure shall apply to any Low Intensity Rural Access and the Commercial or Industrial standards of this figure shall apply to any Medium or High Intensity Rural Access.
c. Pavement Thickness: means the layers of material between the subgrade and the finished surface. The

minimum standard of pavement is an all weather surface (see definition).

d. Specific Design: means the pavement shall be designed in accordance with recognised techniques which include, but are not limited to those listed below.
    i. CBR Method. (Information reference: CBR design curves are given on NCC Standard Drawing SD405 or TNZ State Highway Pavement Design and Rehabilitation Manual)
    ii. Scala / Dynamic Cone Penetrometer. (Information reference: design curves are given on NCC Standard Drawing SD406)
    iii. Design method based on Benkleman beam deflections. (Information reference: design curves are given on NCC Standard Drawing SD404)

The designer must state the method used and supply any information necessary to support the design method for any application under this part of the Plan.