

18.8 ROAD AREA

Refer to Policy sets 5.2, 6.1, 6.3, 6.5, 7.2, 7.3, 11.1, 11.2.

18.8.1 Scope of Section

This section deals with land uses in the Road Area as shown on the planning maps. The Zone maps indicate the zoning applicable to each part of the Road Area. Where a road has a different zone on each side, the boundary between the zones is the centre of the road. Note that roads are regulated by other legislation and common law in addition to the rules in this Plan. While a resource consent is not required for permitted activities under this Plan, a permit from the Council under other laws may still be required for activities on or near roads.

Information required with resource consent applications is detailed in Chapter 19.

Advice Note: The Resource Management (National Environmental Standard for Freshwater) Regulations 2020 may apply to some activities, including farming activities and activities in or near wetlands and rivers. The National Environmental Standard may alter the activity status of an activity and impose additional standards, information requirements, matters for assessment and criteria. Please ensure you have met any requirements in the regulations in addition to those in this plan.

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18.8.2 Land Use

18.8.2.1 Permitted Activities (Land Use)

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

- (a) The activity does not prevent or hinder the construction, reconstruction, maintenance or use of the road.

18.8.3 Road Construction

18.8.3.1 Permitted Activities (Road Construction)

[18.10.3 Proposed]

The laying out, construction or reconstruction of any road is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

- (a) Chapter 17 rules relating to noise and dust are suspended. C19 5/10 Op 8/12
- (b) The activity meets the standards set out in the following sections of the Nelson Tasman Land Development Manual 2019: C69 6/19
Op 6/20
 - (i) 4.6.1.1: road design cross sections;
 - (ii) 4.9.2: intersection spacing;
 - (iii) 4.8.5: road alignment safe stopping distances; and
 - (iv) 4.6.4.2: cul de sac turning circles.
- (c) The road is not in the Richmond West Development Area. C10 10/07 Op 3/14
- (d) The activity is not the design or construction of a shopping street. C69 6/19
Op 6/20
- (e) The activity is not the design or construction of a road that adjoins any part of the Conservation, Recreation or Open Space zone. C69 6/19
Op 6/20

Cultural Sites

- (f) If any archaeological site or material likely to be of significance to iwi or the general community is discovered during road construction or maintenance, the road construction agency is to cease work immediately at that part of the project and advise tangata whenua, the Department of Conservation or the Heritage New Zealand Pouhere Taonga of the find.

18.8.3.2 Controlled Activities (Road Construction) C10 10/07 Op 3/14

The laying out, construction or reconstruction of any road that does not meet permitted activity conditions is a controlled activity, if it complies with the following conditions: C69 6/19
Op 6/20

- (a) The activity can meet condition 18.8.3.1(b). C69 6/19 Op 6/20
- (b) The activity is a shopping street. C69 6/19 Op 6/20
- (c) The site of the activity is in the Open Space, Recreation or Conservation zone, and the road complies with the following: C69 6/19
Op 6/20
- (i) The set of standards in Table 4-6 and 4-7 of the Nelson Tasman Land Development Manual 2019 that are applicable to the zone adjoining or surrounding the Open Space, Recreation or Conservation zone site; and
- (ii) Where more than one other zone adjoins or surrounds the site, the road complies with the set of standards that have the widest legal road reserve width.

A resource consent is required and may include conditions on the following matters over which the Council has reserved control: C10 10/07
Op 3/14

- (1) The width of the berm and adequacy to accommodate larger street tree plantings, and stormwater swales.
- (2) The design and width of the road reserve to accommodate pedestrians and cyclists, street tree plantings, parking areas, swales and landscaping.
- (3) The suitability of tree species for road planting.
- (4) The location and spacing of trees in berms.
- (5) The height and species, size at planting and maturity, spacing interval, and berm treatment.
- (6) Ensuring adequate ongoing maintenance and replacement of plantings.
- (7) The location of cycleways and walkways, including the possible provision for combined use.
- (8) Any mandatory matter contained within chapter 4 of the Nelson Tasman Land Development Manual 2019. C69 6/19
Op 6/20

18.8.3.3 Discretionary Activities (Road Construction)

The laying out, construction or reconstruction of any road that does not comply with the permitted conditions of rule 18.8.3.1 or the controlled conditions of rule 18.8.3.2 is a discretionary activity. C10 10/07
Op 3/14

A resource consent is required. Consent may be refused, or granted subject to conditions covering but not limited to the following matters:

- (1) The adequacy of the carriageway width for the foreseeable traffic function of the road.
- (2) Disposal of run-off from the road surface, including maintenance requirements of the conduit or receptor.
- (3) The need for none, one or two footpaths.
- (4) A durable edge to the carriageway surface.
- (5) The adequacy of provision for any utility functions within the road reserve.
- (6) Whether to provide for or prevent roadside parking.
- (7) The relationship between road alignment and land form.
- (8) The provision or maintenance of roadside vegetation.
- (9) Materials used within the road reserve, including those for the road surface, footpaths, drainage and vehicle crossings.
- (10) The adequacy of the road reserve width to accommodate street tree plantings.
- (11) The design of the road reserve for pedestrians and cyclists, street tree plantings, parking areas, and landscaping.
- (12) The suitability of tree species for road planting.
- (13) The location and spacing of trees in berms.
- (14) Any matter relevant to the design and construction of a road contained in chapter 4 of the Nelson Tasman Land Development Manual 2019. C69 6/19
Op 6/20

18.8.20 Principal Reasons for Rules

The rules promote a safe and efficient roading system.

The objective of a high quality, high amenity environment in the Richmond West Development Area and high quality streetscape in Motueka West Compact Density Residential Area can, in part, be achieved through street tree-planting and landscaping within the road reserve. C10 10/07 Op 3/14
C43 4/13 Op 1/15

While roads play an important economic and social role of moving goods, services and people they are also part of a wider public space network that provides opportunities for enhancement of amenity values within an area and the public experience of places. There are also environmental effects that require consideration, in particular the dominance of large sealed surfaces that could otherwise be mitigated by the introduction of street trees and landscaping. C10 10/07
Op 3/14

The design and location of components within the road reserve also requires consideration to ensure they are suitable and can be adequately accommodated, in particular street tree plantings, landscaping, stormwater management, parking and pedestrians and cyclists. The design and location of these in relation to one another is not something that is readily specified, but would warrant some measure of assessment. Some examples may include the co-location of swales and trees or pedestrians and cyclists, or the separation of cyclists from moving lanes, and the suitability or otherwise of such approaches in different locations.

The controlled activity status enables specified matters to be assessed and conditions imposed to ensure maintenance and enhancement of amenity values within the road reserve, recognising their overall contribution to the high amenity outcome for the wider Richmond West Development Area and the management of the visual dominance of hard surface areas. It also enables assessment of the design and location of components within the road reserve.

The enhancement of public spaces such as roads through street tree planting and landscaping provides opportunities to improve the amenity values of an area and the experience of road users.

