



# AGENDA

**Ordinary meeting of the  
Nelson City Council**

**Infrastructure**

**Thursday 21 February 2013  
Commencing at 9.00am  
Council Chamber  
Civic House  
110 Trafalgar Street, Nelson**

Membership:

His Worship the Mayor Aldo Miccio, Councillors Ian Barker, Ali Boswijk (Deputy Mayor), Gail Collingwood (Co-Portfolio Holder), Ruth Copeland, Eric Davy (Co-Portfolio Holder), Kate Fulton, Paul Matheson, Jeff Rackley, Pete Rainey, Rachel Reese, Derek Shaw and Mike Ward

## **Apologies**

### **Opening Prayer**

#### **1. Conflicts of Interest**

- 1.1 Updates to the Interests Register
- 1.2 Identify any conflicts of interest in the agenda

#### **2. Public Forum**

- 2.1 Lewis Stanton in the Central Business District

Mr Geoff Lawes, Chief Executive of Fico Finance Limited, will speak about Lewis Stanton in the Central Business District.

#### **3. Mayor's Report**

#### **4. Status Report - Infrastructure**

**1-2**

Document number 1034781 v6

Recommendation

***THAT the Status Report - Infrastructure (1034781 v6) be received.***

#### **5. Portfolio Holder's Report**

During this part of the meeting the Mayor will be joined by the Infrastructure Co-Portfolio Holder, Councillor Gail Collingwood.

## 6. Major Projects Report

3-10

Document number 1431505

Recommendation

**THAT the Jenner Road (Project 1918) and Franklyn Street (Project 1953) sewer renewal budgets of \$222,000 be transferred to the Marsden Valley Trunk Sewer Main (Project 1184) together with funding from Wastewater Renewals (Project 1564) and Rising/Swallow Renewals (Project 1563);**

**AND THAT the budget of \$230,072 for the Neale Park Pump Station (Project 1187) be transferred to the Corder Park Pump Station (Project 1920);**

**AND THAT Marlowe Street (Project 1183), Rangiora Terrace (Project 2051), Mount Street/Konini Street (Project 2079) and Seaview Terrace (Project 2098) Stormwater Renewals budgets totalling (\$307,497) be transferred to York Stream Stormwater Upgrade (Project 1100);**

**AND THAT all savings on any budget lines within the December 2011 Rainfall Event Recovery activity be used to offset any overspend in other Emergency Response budget lines;**

**AND THAT \$42,006 is transferred from Integration Activities (Project 2568) to Poormans Stream Cycle/Walkway Improvements (Project 1224) to allow the construction of the cycle/walkway this financial year;**

**AND THAT the Virtual Desktop Infrastructure (Project 2363) and the Blade Server (Project 2351) are deferred and that the budget of \$142,574 is transferred to the Electronic Document and Records Management System Replacement (Project 2353);**

**AND THAT the advertising of the tender for the construction of the Wakefield Quay Jetty (Wakefield Quay Development Stage 5 Project 1096) be withheld while further investigation into the future of the Plant and Food building (old Power House) is undertaken;**

**AND THAT the Bridge Street Bar Area Upgrade be deferred to enable further consultation with the Bridge Street business owners and direction by Council;**

**AND THAT \$60,000 be taken from the contingency fund to pay for the safety work and clear up following the tornado in Stoke.**

**7. High-Productivity Motor Vehicle Routes**

**11-36**

Document number 1414571

Recommendation

**THAT approval be granted on the following routes for the use of High-Productivity Motor Vehicles:**

- **Quarantine Road (State Highway 6 to Bolt Road)**
- **Bolt Road (Quarantine Road to Golf Haven Way)**
- **Rotheram Street (all)**
- **Beatty Street (south-western extent to 50 Beatty Street)**
- **Pascoe Street (Parkers Road to Orion Street)**
- **Orion Street (all)**
- **Bullen Street (all)**
- **Salisbury Road Extension (all)**
- **Main Road Stoke (Salisbury Road Extension to northern boundary of 910 Main Road Stoke (Alliance))**
- **Echodale Place (Nayland Road to south eastern boundary of 4 Echodale Place (Nayland Truck Stop))**
- **Elms Street (Main Road Stoke to Kotua Place)**
- **Kotua Place (all);**

**AND THAT approval be granted on the following routes for the use of High-Productivity Motor Vehicles, subject to satisfactory public engagement with residents along the route:**

- **Bolt Road (Golf Haven Way to Parkers Road)**
- **Saxton Road (Main Road Stoke to Nayland Road);**

**AND THAT approval be granted on the following route for the use of High-Productivity Motor Vehicles, subject to satisfactory structural assessments:**

- **Main Road Stoke (910 Main Road Stoke (Alliance) to Saxton Road);**

**AND THAT approval be granted on the following route for the use of High-Productivity Motor Vehicles, subject to satisfactory public engagement with residents along the route and a satisfactory structural assessment:**

- **Parkers Road (Bolt Road to State Highway 6);**

**AND THAT funding be considered for allocation in the draft Annual Plan 2013/14 for structural assessments of the Parkers Road stormwater mains and Saxton Creek and Orphanage Creek culverts to assess the suitability for supporting higher mass High-Productivity Motor Vehicles;**

**AND THAT Council consider delegating future decisions to approve new routes for High-Productivity Motor Vehicle use to the Executive Manager Strategy and Planning, subject to:**

- **compliance with the Land Transport Rule: Vehicle Dimension and Mass 2002**
- **consideration as to whether the proposed route is the most suitable option with the least impact on others**
- **consideration of the environment the proposed route passes through including the extent of existing heavy vehicle traffic and the extent of impact on cyclists, pedestrians, other vulnerable users, educational facilities and other sensitive activities**

- ***satisfactory consultation with residents along routes where appropriate***
- ***funding availability for, and satisfactory outcome of, structural assessments and upgrades***
- ***extent of modification of infrastructure required to provide for intersection manoeuvring;***

***AND THAT the permitting of individual High-Productivity Motor Vehicle applications on approved routes be delegated to the Executive Manager Network Services;***

***AND THAT the Delegations Register be updated to reflect any new delegations approved through this report.***

**8. Railway Reserve – Proposed Land Purchase 37-62**

Document number 1408047

Recommendation

***THAT the Council purchases the section of land NL13A/764 (approximately 4400m<sup>2</sup>) from the New Zealand Transport Authority and currently functioning as part of the Stoke Railway Reserve, for \$70,000, funded from the Reserves Purchase Account.***

**REPORTS FROM COMMITTEES**

**9. Nelson Regional Transport Committee – 6 December 2012 63-66**

Document number 1425481

Recommendation

***THAT the minutes of the meeting of the Nelson Regional Transport Committee, held on 6 December 2012, be received.***

**10. Annual Plan 2013/2014 Workshop Discussion Summary**

Note: At the time of distributing the Agenda, this report was being produced and will be circulated separately.

**PUBLIC EXCLUDED BUSINESS**

**11. Exclusion of the Public**

Recommendation

***THAT the public be excluded from the following parts of the proceedings of this meeting.***

***The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Public Excluded Infrastructure Status Report – 21 February 2013  This report contains information regarding:	Section 48(1)(a)  The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary:
	Airlie Street Slip Repairs		<ul style="list-style-type: none"> <li>• Section 7(2)(a) To protect the privacy of natural persons</li> <li>• Section 7(2)(i) To carry out negotiations</li> </ul>
	Boulder Bank Culvert Agreement		<ul style="list-style-type: none"> <li>• Section 7(2)(c) To protect information that is subject to an obligation of confidence</li> <li>• Section 7(2)(i) To carry out negotiations</li> </ul>
	Marina Hardstand		<ul style="list-style-type: none"> <li>• Section 7(2)(i) To carry out negotiations</li> </ul>

2	<p>Marina Hardstand</p> <p>This report contains information relating to the provision of a hardstand at the marina.</p>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(i) To carry out negotiations</li> </ul>
3	<p>Nelson Wastewater Treatment Plant – Contract Dispute Resolution and Way Forward</p> <p>This report contains information relating to outstanding contractual issues with respect to the Nelson Wastewater Treatment Plant.</p>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(g) To maintain legal professional privilege</li> <li>• Section 7(2)(h) To carry out commercial activities</li> <li>• Section 7(2)(i) To carry out negotiations</li> </ul>

## 12. Re-admittance of the public

Recommendation

***THAT the public be re-admitted to the meeting.***

### Note:

- **Nelson Youth Councillors, John Gibson and Fraser Malpas, will be in attendance at this meeting.**



## INFRASTRUCTURE STATUS REPORT – 21 FEBRUARY 2013

No	Meeting Date	Document Number	Report Title/Item Title	Officer	Resolution or Action	Status
1	7/6/2012	1311203	Occupation of Trafalgar Street Footpath by Mr Lewis Stanton	Alec Louverdis	Council directed staff to bring back a report to consider the option of a permit with conditions for Mr Stanton. This followed the resolution on the 28 June for this matter to lie on the table until consultation had been carried out.	<p><b>21/2/2013</b> - Mr Stanton has been issued with a trespass notice against camping in Marsden Valley.</p> <p>Council has also made application to the Courts and secured an injunction against Mr Stanton's continued business operations at Tahuna Beach.</p> <p>Mr Stanton is camping around the City, but not always on Council owned land and where this is the case Council cannot action anything. Staff have moved Mr Stanton on when he has been camping on Council land following receipt of complaints.</p> <p>Complaints are steadily coming in from ratepayers and businesses complaining about his camping and his occupying several parking spaces in the CBD.</p> <p>Staff continue to wait for the outcome from the Freedom Camping bylaw review before presenting the results of the consultation (in the 4 reserves), before reporting back to Council.</p>

No	Meeting Date	Document Number	Report Title/Item Title	Officer	Resolution or Action	Status
2	11/10/2012	1363000	The Cliffs - Battery Observation Post	Alec Louverdis	<p><u>THAT</u> Council give approval for staff to initiate resource consent proceedings to either remove or stabilise the Battery Observation Post from Council Road Reserve in the vicinity of No. 36 the Cliffs as a matter of urgency;</p> <p><u>AND THAT</u> should the New Zealand Transport Agency deem that removal of the Battery Observation Post is the only option, that staff proceed with the removal of the structure;</p> <p><u>AND THAT</u> all costs incurred in this matter be funded from provision set aside for the 2011 December Rainfall Event Recovery budget in the current financial year.</p>	<p><b>21/2/2013</b> – At time of writing, staff were still awaiting the final report and recommendation from NZTA who propose to use micro piles to stabilise the Observation Post. The Observation Post remains stable.</p>

## Major Projects Report

### 1. Purpose of Report

- 1.1 To adopt changes to the approved Long Term Plan 2012-2022 (specifically 2012/13) to ensure the completion of priority projects this financial year.

### 2. Recommendation

***THAT the Jenner Road (Project 1918) and Franklyn Street (Project 1953) sewer renewal budgets of \$222,000 be transferred to the Marsden Valley Trunk Sewer Main (Project 1184) together with funding from Wastewater Renewals (Project 1564) and Rising/Swallow Renewals (Project 1563);***

***AND THAT the budget of \$230,072 for the Neale Park Pump Station (Project 1187) be transferred to the Corder Park Pump Station (Project 1920);***

***AND THAT Marlowe Street (Project 1183), Rangiora Terrace (Project 2051), Mount Street/Konini Street (Project 2079) and Seaview Terrace (Project 2098) Stormwater Renewals budgets totalling (\$307,497) be transferred to York Stream Stormwater Upgrade (Project 1100);***

***AND THAT all savings on any budget lines within the December 2011 Rainfall Event Recovery activity be used to offset any overspend in other Emergency Response budget lines;***

***AND THAT \$42,006 is transferred from Integration Activities (Project 2568) to Poormans Stream Cycle/Walkway Improvements (Project 1224) to allow the construction of the cycle/walkway this financial year;***

**AND THAT the Virtual Desktop Infrastructure (Project 2363) and the Blade Server (Project 2351) are deferred and that the budget of \$142,574 is transferred to the Electronic Document and Records Management System Replacement (Project 2353);**

**AND THAT the advertising of the tender for the construction of the Wakefield Quay Jetty (Wakefield Quay Development Stage 5 Project 1096) be withheld while further investigation into the future of the Plant and Food building (old Power House) is undertaken;**

**AND THAT The Bridge Street Bar Area Upgrade be deferred to enable further consultation with the Bridge Street business owners and direction by Council;**

**AND THAT \$60,000 be taken from the contingency fund to pay for the safety work and clear up following the tornado in Stoke.**

### **3. Marsden Valley Trunk Sewer Main**

- 3.1 In order to keep ahead of the development up Marsden Valley and to ensure adequate downstream sewer capacity it is recommended to bring forward the works to replace and upsize portions of the Trunk Sewer Main serving this catchment. No further development outside of the 60 already approved dwellings is possible, and the developers estimate that these will be complete by mid 2013.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
6405 7610 1184 Marsden Valley Trunk Sewer Main	\$577,993	\$901,693	\$323,700

- 3.2 In order to finance this it is proposed that a number of sewer renewal projects deemed a lesser priority be deferred to be reconsidered in the upcoming 2013/14 Annual Plan. These are Jenner Road (Project 1918), Franklyn Street (Project 1953), Wastewater Renewals (Project 1564) and Rising/Swallow Renewals (Project 1563). The implication of deferring the two projects for a year is considered very minor, with neither line being at risk of imminent failure.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
6405 7310 1918 Jenner Road Sewer Renewal	\$50,000	\$0	(\$50,000)
6405 7310 1953 Franklyn Street Sewer Renewal	\$170,000	\$0	(\$170,000)
6405 7310 1564 Wastewater Renewals	\$25,761	\$0	(\$25,761)
6405 7315 1563 Rising Main/Swallow Renewal	\$133,700	\$55,000	(\$78,700)

- 3.3 It is recommended that the Jenner Road and Franklyn Street sewer renewal projects be deferred to 2013/14 and that the money is transferred to the Marsden Valley Trunk Sewer Main together with funding from Wastewater Renewals and Rising/Swallow Renewals

#### **4. Corder Park Pump Station**

- 4.1 The construction of a new pump station at Corder Park will not only allow for growth in the Dodson Valley catchment, but also allow a reduction in pressure on the Atawhai Trunk Main and Neale Park Pump Station thus reducing the risk and increasing the working life of these assets. This is a multiyear project, with the detailed design currently ongoing. The structure will be partly below ground to reduce the visual effects.
- 4.2 The work is funded from both the Corder Park Pump Station and Neale Park Pump Station budget lines as it will remove the need for a new pump station at Neale Park.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
6405 7920 1920 Corder Park Pump Station	\$78,050	\$308,122	\$230,072
6405 7920 1187 Neale Park Pump Station	\$230,072	\$0	(\$230,072)

- 4.3 It is recommended that the budget for the Neale Park Pump Station be transferred to the Corder Park Pump Station to ensure completion of the design this financial year.

#### **5. York Stream Stormwater Upgrade**

- 5.1 In order to align with a major Network Tasman 33kVa cable upgrade currently underway and to reduce the inconvenience to residents and possible additional cost, it is proposed to bring this work forward. This is a multiyear project.

- 5.2 For the first year it is proposed to fund the work through the deferral of a number of lesser priority stormwater renewals, and savings achieved on others, namely Marlowe Street (Project 1183), Rangiora Terrace (Project 2051), Mount Street/Konini Street (Project 2079) and Seaview Terrace (Project 2098). The implications for Mount Street/Konini Street are considered minor for one year, though the project should proceed in 2013/14, whereas the Rangiora Street upgrade should be dependant upon the associated Road Upgrade which has been deferred to a future long term plan. Both the Marlowe Street and Seaview Terrace renewals are savings with the required work being completed and therefore there are no implications.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
6520 7910 1100 York Stream Stormwater Upgrade	\$515,640	\$823,137	\$307,497
6510 7910 1183 Marlowe Street Stormwater Renewal	\$147,400	\$0	(\$147,400)
6510 7910 2051 Rangiora Terrace Stormwater Renewal	\$87,897	\$0	(\$87,897)
6510 7910 2079 Mount Street/Konini Street Stormwater Renewal	\$45,450	\$0	(\$45,450)
6510 7910 2098 Seaview Terrace Stormwater Renewal	\$46,750	\$20,000	(\$26,750)

- 5.3 It is recommended that Marlowe Street, Rangiora Terrace, Mount Street/Konini Street and Seaview Terrace stormwater renewals are deferred with the budgets being transferred to York Stream Stormwater Upgrade.

## **6. December 2011 Rainfall Event**

- 6.1 Recovery work is continuing following the December 2011 Rainfall Event and overall is progressing to budget, though the split between activities needs adjusting.
- 6.2 For Cable Bay (Project 1994) \$2,000,000 will need to be carried forward to 2013/14 to complete the construction. This was always envisaged to be a multi-year project, and work is expected to commence in April 2013.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
5001 3091 1129 Harbour Terrace Recovery	\$200,000	\$236,000	\$36,000
5001 3091 1994 Cable Bay Recovery	\$3,250,000	\$800,000	(\$2,450,000)
5001 3091 1996 Rooding Recovery	\$595,000	\$595,000	\$0
6405 3091 1997 Wastewater Recovery	\$225,000	\$155,000	(\$70,000)
6510 3091 1998 Stormwater Recovery	\$100,000	\$952,000	\$852,000
7005 3091 1999 Water Recovery	\$393,000	\$80,000	(\$313,000)

- 6.3 It is recommended that any savings on any budget lines within the December 2011 Rainfall Event Recovery are used to offset any overspend in other Emergency Response budget lines.

## **7. Poormans Stream Walk/Cycle Improvements**

- 7.1 Following completion of the detailed design the cost estimate to complete this project has increased. This is due to the river banks being of a poorer material than anticipated leading to the requirement for more extensive abutments and a slightly longer span for the bridge.
- 7.2 It is proposed that this shortfall is funded from integration activities as this is seen as a key link through to Nayland College and Broadgreen School.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
5001 7980 1224 Poormans Stream Walk/Cycle improvements	\$52,994	\$95,000	\$42,006

- 7.3 It is recommended that \$42,006 is transferred from Integration Activities (Project 2568) to Poormans Stream Cycle/Walkway Improvements (Project 1224) to allow the construction of the cycle/walkway this financial year.

**8. Electronic Document and Records Management System Replacement (Project 2353)**

- 8.1 Council’s existing electronic document and records management system is no longer supported by the supplier affecting Council’s ability to maintain its systems and putting the Council’s business continuity at risk.
- 8.2 A “Request for Proposals” process was run and Objective was selected from nine submissions using a quality price evaluation to determine best value for money.
- 8.3 The Objective solution is a close functional fit to Council’s requirements and the user interface was the most intuitive of the solutions evaluated. The workflow and Email management functionality of Objective will enable increased process efficiencies to be developed and organisational effectiveness to be improved.
- 8.4 Objective is the supplier of the product and has a New Zealand support team, 20 plus staff. They have a focus on project management and understand the complexity of the data conversion process with experience converting from our existing system.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
2530 7180 2353 Electronic Document and Records Management System	\$450,000	\$540,000	\$90,000

- 8.5 In order to finance this it is recommended that two projects deemed a lesser priority are deferred to be reconsidered in future years. These are the Virtual Desktop Infrastructure (Project 2363) and the Blade Server (Project 2351).

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
2530 7480 2363 Virtual Desktop Infrastructure	\$77,574	\$0	(\$77,574)
2530 7140 2351 Blade Server	\$65,000	\$0	(\$65,000)

**9. Wakefield Quay Development Stage 5**

- 9.1 The detailed design of Wakefield Quay Stage 5 has been completed and the tender documents prepared for advertising. The proposed works are a pedestrian jetty extending 40 metres out to sea off the pedestrian walk 10 metres north of the Power House.
- 9.2 During the design process for the jetty the future of the Plant and Food building (the old Nelson Power House which has a ‘B’ Heritage Rating) was considered. The jetty has been designed such that it would function



irrespective of whether the Plant and Food building is retained. Opportunities exist for future jetty development to continue either around or through the existing building.

- 9.3 The question has been asked if the Plant and Food building were to be removed immediately for seismic or other reasons, would this current jetty development still proceed on the proposed location. In consideration it probably would not. If the building were to be replaced then a jetty in conjunction with the new building would be preferable. If the building was not replaced then the promontory on which it currently sits is a better location.
- 9.4 It is recommended that the advertising of the tender for the construction of the Wakefield Quay Jetty (Wakefield Quay Development Stage 5) be withheld while further investigation into the future of the Plant and Food building is undertaken.

Project	Budget	Projected Cost	Overspend / Saving
3532 7590 1096 Wakefield Quay	\$693,679	\$100,000	(\$593,000)

## 10. Bridge Street Upgrade

- 10.1 Further detailed investigation has revealed unforeseen difficulties with the services, the underlying structure of the footpaths and the possible loss of two car parks. The footpath levels at the Collingwood Street end are some of the steepest in the inner city and there is insufficient budget to upgrade all of the footpath to the required gradient to comply with the Land Development Manual.
- 10.2 Options of how best to proceed within the current budget and time constraint have been considered.
- 10.3 One option is to reduce the area of upgrade to the section of footpath west of Alma Lane on the south side and to the Phat Club and Melbas area on the north side of Bridge Street. However this may draw more undesirable attention to the Shark Club by focusing seating and other amenity in this area. To shape the kerb for ease of maintenance requires the loss of one or two carparks depending on the length of upgrade.
- 10.4 A second option is a more comprehensive lighting upgrade for Bridge Street between Trafalgar and Collingwood Streets. Further investigation of lighting would be required. A lighting study is already planned for Nelson's urban streets later in 2013. This includes the potential use of smart switching to dim or turn off lights in the early hours of the mornings at times to be agreed with the Police, and the use of LED lights. Selecting this option would promote continuity and unify the Collingwood Street end with the rest of Bridge Street rather than creating a small isolated area in the middle of the bar area. Inadequate lighting was one of the issues identified by the consultant, Laurie Gabites, at the start of this project.

- 10.5 Each option would require further consultation with Bridge Street businesses.
- 10.6 It is recommended that the Bridge Street Bar Area Upgrade be deferred to enable further consultation with the Bridge Street business owners and direction by Council.

<b>Project</b>	<b>Budget</b>	<b>Projected Cost</b>	<b>Overspend / Saving</b>
5510 7955 1840 Bridge Street Enhancement	\$268,053	\$68,053	(\$200,000)

## **11. Tornado Damage of Park Facilities**

- 11.1 A localised tornado affected an area of Stoke approximately 300 metres wide by 2 kilometres long on the evening of 6 December 2012. This tornado damaged or felled trees in Broadgreen Gardens, Isel Park, Nayland Primary School Frontage, and the esplanade reserve along Poorman’s Stream.
- 11.2 Isel Park was the worst affected and was closed for eight days to allow all trees to be inspected, climbed and made safe. Several large heritage trees were felled by the tornado. Cranes were used to lift arborists into the larger trees and to lift heavy tree material. Arborists from around the region assisted NELMAC in these tree works.
- 11.3 The cost of the clearing and making safe is expected to be \$60,000 and it is recommended that this is recovered from the contingency fund.

## **12. Conclusion**

- 12.1 The above changes are made to allow the successful continuation of design and/or construction of key capital and renewal projects this financial year.

Phil Hamblin  
**Manager Capital Projects**

### **Attachments**

None.

No supporting information follows.

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## **High-Productivity Motor Vehicle Routes**

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### **1. Purpose of Report**

- 1.1 To consider additional routes for the operation of High-Productivity Motor Vehicles and that subsequent decisions on High-Productivity Motor Vehicle routes are delegated to the Executive Manager Strategy and Planning.

### **2. Recommendation**

***THAT approval be granted on the following routes for the use of High-Productivity Motor Vehicles:***

- ***Quarantine Road (State Highway 6 to Bolt Road)***
- ***Bolt Road (Quarantine Road to Golf Haven Way)***
- ***Rotheram Street (all)***
- ***Beatty Street (south-western extent to 50 Beatty Street)***
- ***Pascoe Street (Parkers Road to Orion Street)***
- ***Orion Street (all)***
- ***Bullen Street (all)***
- ***Salisbury Road Extension (all)***
- ***Main Road Stoke (Salisbury Road Extension to northern boundary of 910 Main Road Stoke (Alliance))***
- ***Echodale Place (Nayland Road to south eastern boundary of 4 Echodale Place (Nayland Truck Stop))***
- ***Elms Street (Main Road Stoke to Kotua Place)***
- ***Kotua Place (all)***

**AND THAT approval be granted on the following routes for the use of High-Productivity Motor Vehicles, subject to satisfactory public engagement with residents along the route:**

- **Bolt Road (Golf Haven Way to Parkers Road)**
- **Saxton Road (Main Road Stoke to Nayland Road)**

**AND THAT approval be granted on the following route for the use of High-Productivity Motor Vehicles, subject to satisfactory structural assessments:**

- **Main Road Stoke (910 Main Road Stoke (Alliance) to Saxton Road)**

**AND THAT approval be granted on the following route for the use of High-Productivity Motor Vehicles, subject to satisfactory public engagement with residents along the route and a satisfactory structural assessment:**

- **Parkers Road (Bolt Road to State Highway 6)**

**AND THAT funding be considered for allocation in the draft Annual Plan 2013/14 for structural assessments of the Parkers Road stormwater mains and Saxton Creek and Orphanage Creek culverts to assess the suitability for supporting higher mass High-Productivity Motor Vehicles;**

**AND THAT Council consider delegating future decisions to approve new routes for High-Productivity Motor Vehicle use to the Executive Manager Strategy and Planning, subject to:**

- **compliance with the Land Transport Rule: Vehicle Dimension and Mass 2002**
- **consideration as to whether the proposed route is the most suitable option with the least impact on others**
- **consideration of the environment the proposed route passes through including the extent of existing heavy vehicle traffic and the extent of impact on cyclists, pedestrians, other vulnerable users, educational facilities and other sensitive activities**
- **satisfactory consultation with residents along routes where appropriate**

- ***funding availability for, and satisfactory outcome of, structural assessments and upgrades***
- ***extent of modification of infrastructure required to provide for intersection manoeuvring***

***AND THAT the permitting of individual High-Productivity Motor Vehicle applications on approved routes be delegated to the Executive Manager Network Services;***

***AND THAT the Delegations Register be updated to reflect any new delegations approved through this report.***

### **3. Background**

#### **Overview**

- 3.1 Following a request from transport operators in 2012 that Quarantine Road and Bolt Road be made available for High-Productivity Motor Vehicle cartage, staff consulted with the wider transport industry with a view to processing additional routes concurrently. Through this process a number of routes were requested.
- 3.2 Through this process staff were advised that due to modern safety technologies High-Productivity Motor Vehicles are generally considered to be a more stable vehicle, and in many ways safer than standard heavy motor vehicles that are currently allowed on Nelson's roads. However, the greater load does increase the impact on the road structure but this is offset, to some extent, by significant economic and environmental efficiencies in terms of saved trips and reduced emissions.
- 3.3 As part of approving routes for High-Productivity Motor Vehicle cartage, affected structures (e.g. bridges and culverts) require an engineering assessment. Funding for these assessments is no longer available from the New Zealand Transport Authority.

#### **2010 Amendment to the Land Transport Rule: Vehicle Dimension and Mass 2002**

- 3.4 Through the 2010 amendment to the *Land Transport Rule: Vehicle Dimension and Mass 2002* the Government revised the limits that apply to heavy motor vehicles and allowed for the granting of permits for High-Productivity Motor Vehicles to operate on approved routes at greater dimension and mass limits than those that would otherwise be allowed under the original Rule.
- 3.5 The objective of this amendment was to improve the productivity and safety of the heavy vehicle fleet so that freight can be moved more efficiently and, where possible, enable a given amount of freight to be carried on fewer vehicles, without further compromising the safety of road users.

- 3.6 High-Productivity Motor Vehicles are defined as heavy motor vehicles or heavy combination vehicles that carry a divisible load and with or without a load:
- exceeds a gross mass of 44,000 kilogram (higher mass permit required); or
  - varies from a dimension requirement in Table 4.1 listed in 5.2(4) of the Rule (over length permit required); or
  - both exceeds a gross mass of 44,000 kilogram and varies from a dimension requirement in Table 4.1 listed in 5.2(4) of the Rule (over length and higher mass permits required).
- 3.7 The New Zealand Transport Authority is responsible for permitting on the State Highway network and local authorities are responsible for approving routes and permits on their local roads (for mass exceedances only) providing they comply with the requirements of the Rule. When considering a permit application a Road Controlling Authority must, by law, duly consider:
- The safety of the vehicle; and
  - The safety of road users; and
  - The durability of roads and bridges on which the vehicle may operate.
- 3.8 For the purposes of approving a new route, the safety of the vehicle can effectively be disregarded, as a rigorous assessment is undertaken by the New Zealand Transport Authority at the time individual permits are sought. This leaves the durability of roads and bridges, which is an engineering evaluation, and the safety of road users. The safety of road users is discussed further in section 4 below.
- 3.9 It should be noted that over length High-Productivity Motor Vehicle permits are issued by the New Zealand Transport Authority for general access to New Zealand roads and do not have any specified route. It is only the higher mass permit that requires approval from the Council.

### **Top of the South High-Productivity Motor Vehicle Feasibility Report**

- 3.10 The New Zealand Transport Authority funded a comprehensive Top of the South study on roads in the region that could become High-Productivity Motor Vehicle routes. This study was presented at the 2 February 2012 Council Infrastructure meeting.
- 3.11 The report initially recommended Kokorua Road and Cable Bay Road as suitable for High Performance Motor Vehicle routes, however following further consideration of the road condition and forecasted tonnages it was resolved by the New Zealand Transport Authority that neither Kokorua Road nor Cable Bay Road were to be supported as High-Productivity Motor Vehicle routes. It was also recommended that the

New Zealand Transport Authority undertake a further assessment of Kokorua Road to determine the safety of the High-Productivity Motor Vehicles and other road users, and that any decision on the Cable Bay Road High-Productivity Motor Vehicle route be postponed until such time as the road has been repaired and the intersection upgraded. The New Zealand Transport Authority has to date not undertaken any further assessment of Kokorua Road and Cable Bay Road has not been repaired nor the intersection upgraded.

- 3.12 Following consultation with the transport industry at the time the Top of the South High-Productivity Motor Vehicle Feasibility Report was produced, the New Zealand Transport Authority allocated funding for the assessment of structures along routes. This funding is no longer available, and it is up to individual Road Controlling Authorities to decide how they progress assessments.

### **Existing Route Approvals**

- 3.13 Two routes have been approved by Council to date. Council approved the use of Nayland Road between Saxton Road and the ENZA entrance for High-Productivity Motor Vehicles at its 18 November 2010 meeting. The use of the Port Roads (Hay Street, Wildman Avenue, Vickerman Street, Akersten Street, Carkeek Street, Rogers Street, Low Street, Graham Street, Cross Quay) was approved at the 30 June 2011 Council Policy and Planning meeting.

## **4. Discussion**

### **Benefits of High-Productivity Motor Vehicle use in Nelson**

- 4.1 High-Productivity Motor Vehicles are seen by the Government as a priority, with freight levels expected to increase by 75% over the next 25 years and much of this being carried by road. Allowing trucks to carry more can reduce the number of trips needed which increases productivity and efficiency, reduces congestion and benefits the economy.
- 4.2 Where a route already carries heavy commercial vehicles, it is likely that the only noticeable effect to the public of the introduction of higher mass High-Productivity Motor Vehicles is that the frequency of trips is reduced. This is particularly so in industrial areas.
- 4.3 A representative from the logging industry, Grant Rutledge, presented the following benefits of higher mass High-Productivity Motor Vehicle use to the Regional Transport Committee meeting on 6 December 2012:
- 23% less trucks on the road, potential saving of 2,000 trips per year
  - 20% less diesel used, potential saving of 140,000 litres per year
  - 20% less emissions
  - 10% saving on cartage costs, potential saving of \$300,000 per year

- payload increases almost 25%

### **Safety of Road Users**

- 4.4 According to various staff at the New Zealand Transport Authority including Dave Robertson (Principal Asset Manager, Strategic), Jason Morgan (Senior Investment Adviser) and Chris Parnell (Assistant Asset Manager, Marlborough Roads) High-Productivity Motor Vehicles are as safe as, or safer than, standard heavy commercial vehicles currently allowed on Nelson's roads. This is due to a range of factors including many that arise out of the vehicle safety requirements. For example:
- At the time an individual permit is applied for, operators are required to provide significant evidence of safety features. For example that the vehicle has roll stability control on the trailer, brake capacity compliance (the brake design limit is safer than on standard heavy commercial vehicles) and has sufficient draw bar rating (the coupling equipment between the tractor unit and the load it pulls).
  - The New Zealand Transport Authority's permitting process checks the operator's track record.
  - High-Productivity Motor Vehicles track the same as standard heavy commercial vehicles, so width is not an issue for other road users.
  - Stronger enforcement opportunities exist for non-compliance.
  - Greater load capacity means a reduced number of trips which improves overall exposure to heavy vehicles.
- 4.5 Given that there are already heavy commercial vehicles on Nelson's roads, it is arguable that any reduction in the safety of other users is a matter of perception only. Operation of each High-Productivity Motor Vehicle requires a rigorous permitting process and the modern rigs are in many ways safer to operate than standard heavy commercial vehicles. Moreover, less heavy vehicles on Nelson's roads translates directly into an overall reduced exposure to danger.
- 4.6 With this in mind however, the Council does not want to be sending a signal that heavy commercial vehicles are desired in areas where such traffic is inappropriate or creates undue impact on others. Therefore routes need to be assessed with vulnerable users in mind, noting the presence of educational facilities, cycle and pedestrian users and problematic infrastructure (e.g. structures and intersections).

### **Requests for Additional High-Productivity Motor Vehicle Routes**

- 4.7 This report was initiated following requests from Nelson Forests to operate High-Productivity Motor Vehicles into Waimea Sawmillers and Southpine, using Quarantine Road and Bolt Road. A satisfactory structural assessment has been undertaken by the New Zealand



Transport Authority for High-Productivity Motor Vehicle cartage along this route (refer Attachment 1).

- 4.8 Staff have consulted with local industry to establish what other routes may be required so that, for efficiency, they can be brought to Council for consideration en masse. A number of additional routes were proposed as a result of this consultation.
- 4.9 Section 77 of the Local Government Act 2002 requires Council, in the course of the decision making process, to identify and assess all reasonably practicable options, considering their benefits and costs and how well they promote or achieve community outcomes.
- 4.10 Section 78 of the Local Government Act 2002 states that a local authority must also give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter (however this section alone does not oblige Council to undertake any consultation process or procedure).
- 4.11 Compliance with sections 77 and 78 requires a judgement from Council, which needs to be in proportion with the significance of the matters that are considered to be affected by the decision. Key factors in deciding whether or not the introduction of High-Productivity Motor Vehicles will significantly affect people along that route are:
- the nature of the environment surrounding the proposed route (e.g. industrial, residential etc), and
  - whether or not heavy commercial vehicles already use that route.
- 4.12 Essentially, the options available to Council for each route are to approve, approve subject to conditions or decline.
- 4.13 A summarised overview of requested routes is set out in the table below, with the recommended outcome shown. Attachment 2 provides more detail, with an overview of the key issues considered and the outcome recommended. Maps of the requested routes are shown in Attachment 3.

1	Quarantine Road (State Highway 6 to Bolt Road), Bolt Road (Quarantine Road to Golf Haven Way)	Approve
2	Bolt Road (Golf Haven Way to Parkers Road), Parkers Road (Bolt to State Highway 6)	Conditional approval
3	Pascoe Street (Parkers Road to Orion Street), Orion Street (all)	Approve
4	Bullen Street (all)	Approve
5	Rotheram Street (all), Beatty Street (south-western extent to 50 Beatty Street)	Approve
6	Muritai Street (Tahunanui Drive to north eastern boundary of 9 Muritai Street)	Decline
7	Salisbury Road Extension, Main Road Stoke (to 910 Main Road Stoke (Alliance))	Approve

8	Salisbury Road Extension, Main Road Stoke, Elms Street (Main Road Stoke to Kotua Place), Kotua Place (all)	Conditional approval
9	Main Road Stoke (910 Main Road Stoke (Alliance) to Saxton Road), Saxton Road (Main Road Stoke to Nayland Road)	Conditional approval
10	Echodale Place (Nayland Road to south eastern boundary of 4 Echodale Place (Nayland Truck Stop))	Approve
11	State Highway 6 to York Quarry via Whakatu Drive, Waimea Road and Market Road	Decline
12	State Highway 6 to 73 Vanguard Street (New World supermarket) via Haven Road, St Vincent Street and Gloucester Street	Decline
13	State Highway 6 to 54 Collingwood Street (Mobil Service Station) via Haven Road and Halifax Street	Decline
14	State Highway 6 to Maitai Valley Road (to Sharlands Road) via Haven Road, Halifax Street, Collingwood Street, Nile Street and Maitai Road	Decline
15	Kokorua Road (all)	Decline
16	Main Road Stoke and Annesbrook Drive (from Salisbury Road Extension to intersection with Annesbrook Drive and Whakatu Drive)	Decline
17	Whakatu Drive to State Highway 6 via Waimea Road, Rutherford Street, Halifax Street and Haven Road	Decline

### **Future Requests for High-Productivity Motor Vehicle Routes**

- 4.14 At present Council approval is required for new High-Productivity Motor Vehicle routes.
- 4.15 It is recommended that decisions on whether to approve or decline a route be delegated to the Executive Manager Strategy and Planning.
- 4.16 It is recommended that when assessing new routes, staff consider the following criteria:
- the environment a route passes through
  - the existing volume of heavy vehicle traffic
  - whether the proposed route is the most suitable option with the least impact on others
  - funding availability for any required structural assessments and upgrades
  - whether the proposed route is popular with cyclists, pedestrians and other vulnerable users
  - whether the proposed route runs past any educational facilities or other sensitive activities
  - whether the proposed route has any problematic intersections.

- 4.17 Consultation would be carried out with residents and businesses along a proposed route where required, for example where the route passed through a residential or commercial environment.

## **5. Financials**

- 5.1 There is currently no budget for structural assessments of High-Productivity Motor Vehicle routes. Structural assessments on Parkers Road and Main Road Stoke are estimated to cost \$10,000. It is recommended that this additional budget be included for consideration in the draft Annual Plan 2013/14. These routes are both strategic in nature and would provide access for numerous operators.
- 5.2 Council staff have undertaken an onsite safety assessment of all routes recommended for approval and do not consider there to be any significant increased safety risks to other road users in the area. This is due to those areas generally being in an existing industrial environment, and already frequented by heavy commercial vehicles.

## **6. Conclusion**

- 6.1 Staff have engaged with the transport industry of Nelson and assessed the 17 High-Productivity Motor Vehicle routes requested in terms of safety and structural durability. Staff have also taken into consideration the requirements of the Local Government Act 2002 and made a judgement regarding the significance of the routes to the community. Six new routes are proposed, three routes are proposed subject to satisfactory structural assessments and/or public engagement and eight are recommended to be declined. Funding is recommended to be allocated in the Annual Plan 2013/14 for structural assessments along routes to evaluate their suitability for supporting higher mass High-Productivity Motor Vehicles.
- 6.2 It is also recommended that future decisions on whether to approve or decline a proposed route be delegated to the Executive Manager Strategy and Planning.

Paul Harrington  
**Policy Adviser**

### **Attachments**

- Attachment 1: Quarantine Road and Bolt Road High-Productivity Motor Vehicle Structural Assessment [1355272](#)
- Attachment 2: Table of requested High-Productivity Motor Vehicle routes with overview of key issues and recommended outcome [1440289](#)
- Attachment 3: Maps of requested High-Productivity Motor Vehicle routes [1439387](#)

Supporting information follows.

## Supporting Information

### 1. Fit with Purpose of Local Government

Processing applications for High-Productivity Motor Vehicles is mandatory for Nelson City Council under the Land Transport Rule: Vehicle Dimension and Mass 2002.

Approving High-Productivity Motor Vehicles on Nelson's roads increases efficiency for transport businesses, while delegating decisions to staff provides a more cost effective means of carrying out operational functions.

### 2. Fit with Community Outcomes and Council Priorities

Efficiencies gained through High-Productivity Motor Vehicle freight movement contribute to a strong economy.

The approval of further High-Productivity Motor Vehicle routes has been requested by industry and being somewhat operational in nature does not specifically align with the council priorities listed in the Long Term Plan 2012-22.

### 3. Fit with Strategic Documents

Aligns with the Regional Land Transport Strategy 2009 as it moves freight more efficiently.

### 4. Sustainability

Fewer trips required through High-Productivity Motor Vehicle cartage decreases greenhouse gas emissions and improves economic outcomes.

### 5. Consistency with other Council policies

No known consequential inconsistencies with other Council priorities.

### 6. Long Term Plan/Annual Plan reference and financial impact

No impact for 2012/13. Approval of Parkers Road and Main Road Stoke routes require structural assessments that are estimated to cost \$5,000. Funding is recommended to be allocated for this in the Annual Plan 2013/14.

### 7. Decision-making significance

This is not a significant decision in terms of the Council's Significance Policy.

### 8. Consultation

Consultation has been undertaken with representatives from the transport industry, and will be undertaken along routes where required.

### 9. Inclusion of Māori in the decision making process

No consultation with Māori has been undertaken.

**10. Delegation register reference**

Approval of individual applications along the existing approved routes is currently delegated to the Executive Manager Network Services.

Delegation to the Executive Manager Strategy and Planning is sought for decisions to approve new High-Productivity Motor Vehicle routes (subject to conditions).

Delegation to the Executive Manager Network Services is sought for the permitting of future High-Productivity Motor Vehicle applications on approved routes.




Tahunanui HPMV Route  
Quarantine Rd and Bolt Rd  
HPMV Assessment



*Tahunanui HPMV Route  
Quarantine Rd and Bolt Rd  
HPMV Assessment*


# Tahunanui HPMV Route Quarantine Rd and Bolt Rd HPMV Assessment

Prepared By

  
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Date: August 2012  
Reference: 5-MB104.SF  
Status: Final

Approved for  
Release By

  
-----  
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Region 10 Bridge Consultant

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	2.1 Quarantine Road .....	2
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3	Results .....	3
4	Conclusion.....	3



## 1 Introduction

The Tahunanui HPMV route consists of Quarantine Road and Bolt Road, Tahunanui (refer to Figure 1 below). These roads were requested by the forestry industry due to the possible restriction on their accessibility between the mills and Port Nelson. This will open up the access between the mills and Port Nelson.



Figure 1

As part of that analysis, a total of five (5) structures were identified for investigation to determine their capability for increased HPMV loads. There are four (4) structures on Quarantine Road and one (1) on Bolt Road. The five (5) structures are summarised in Table 1 below:

Table 1: Tahunanui HPMV Route Structures		
Road Name	Structure Name	Note
Quarantine Road	Reinforced Concrete Box Culvert	Opposite Downer's Nelson HQ (SH6 end)
Quarantine Road	Quarantine Road Box Culvert (Arapiki Stream)	Runs parallel with Quarantine Road
Quarantine Road	Twin Culvert	Adjacent to the mill access way.
Quarantine Road	Quarantine Road Bridge	DHC (Double Hollow Core) Bridge adjacent to Bolt Road intersection.
Bolt Rd	Bolt Road Box Culvert	Between property No.22 and 24

## 2 Structures Description

### 2.1 Quarantine Road

#### 2.1.1 Reinforced Concrete Box Culvert

This is a 3100mm Wide x 1300mm High reinforced concrete box culvert with 300mm thick lid slab. This culvert was built in 1969. The other end of the culvert is connected into the Quarantine Road Box Culvert (Arapiki Stream).

A complete set of plans were obtained from Nelson City Council (NCC) to facilitate with the analysis.

#### 2.1.2 Quarantine Road Box Culvert (Arapiki Stream)

This is a 5000mm Wide x 1350mm High precast reinforced concrete box culvert with 250mm thick lid slab. This culvert was part of Arapiki Stream Stormwater Upgrade project completed in 2009.

A complete set of plans were obtained from Nelson City Council (NCC) to facilitate with the analysis.

#### 2.1.3 Twin Culvert

This is a twin 1500mm diameter culvert encased in mass concrete and was installed in 1964. There were limited plans obtained from the Council.

#### 2.1.4 Quarantine Road Bridge

This is a DHC (Double Hollow Core) bridge which a span of 11.6m. It has a total of 12 DHC units with reinforced concrete abutments on piles. This bridge was built in 1972.

A complete set of plans were obtained from NCC to facilitate with the analysis.

## 2.2 Bolt Road

### 2.2.1 Bolt Road Box Culvert

This is a 2850mm Wide x 1350mm High precast reinforced concrete box culvert. It was installed in 1981 and was part of the Tahunanui Stormwater Scheme Upgrade project.

Limited plans were available from the council, with no details of the reinforcement layout on the culvert. A HILTI PS200 scanner was used to scan the culvert soffit to identify and locate an approximate bar size and steel cover and HILTI PS35 was used to obtain the spacing of the reinforcements in order to do the analysis.

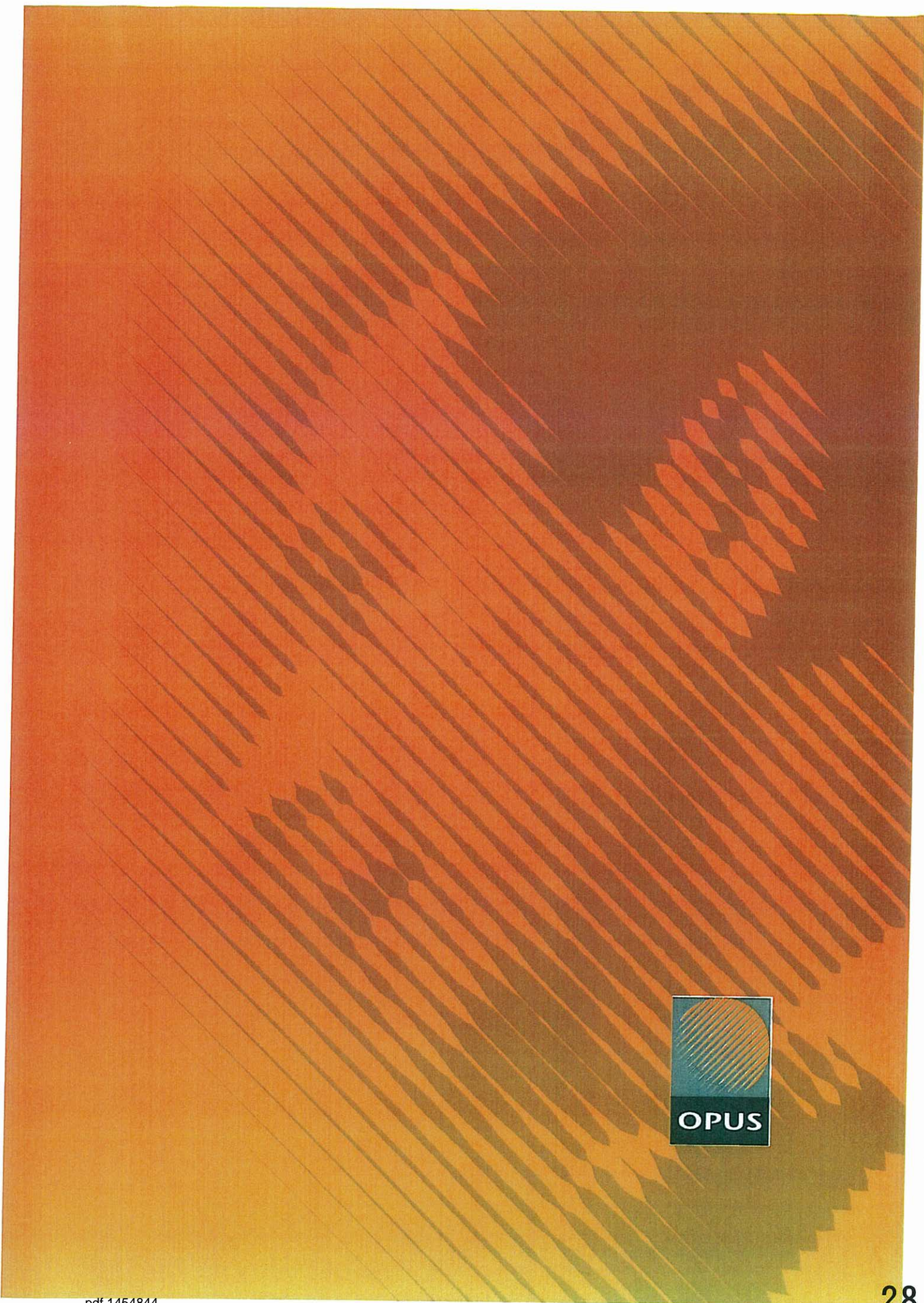
## 3 Results

Results are summarised in Table 2 below;

<b>Road Name</b>	<b>Structure Name</b>	<b>Results</b>
Quarantine Road	Reinforced Concrete Box Culvert	Full HPMV load
Quarantine Road	Quarantine Road Box Culvert (Arapiki Stream)	Full HPMV load
Quarantine Road	Twin Culvert	Full HPMV load
Quarantine Road	Quarantine Road Bridge	Full HPMV load
Bolt Rd	Bolt Rd Box Culvert	Full HPMV load

## 4 Conclusion

From our assessment and analysis we are confident that all the structures assessed under Tahunanui HPMV Route will take a full HPMV load.



**Attachment 2 to report 1414571.**

**Requested routes (fragmented where necessary) with overview of key issues and recommended outcome.**

Note: reference column relates to table in paragraph 5.13 of report 1414571.

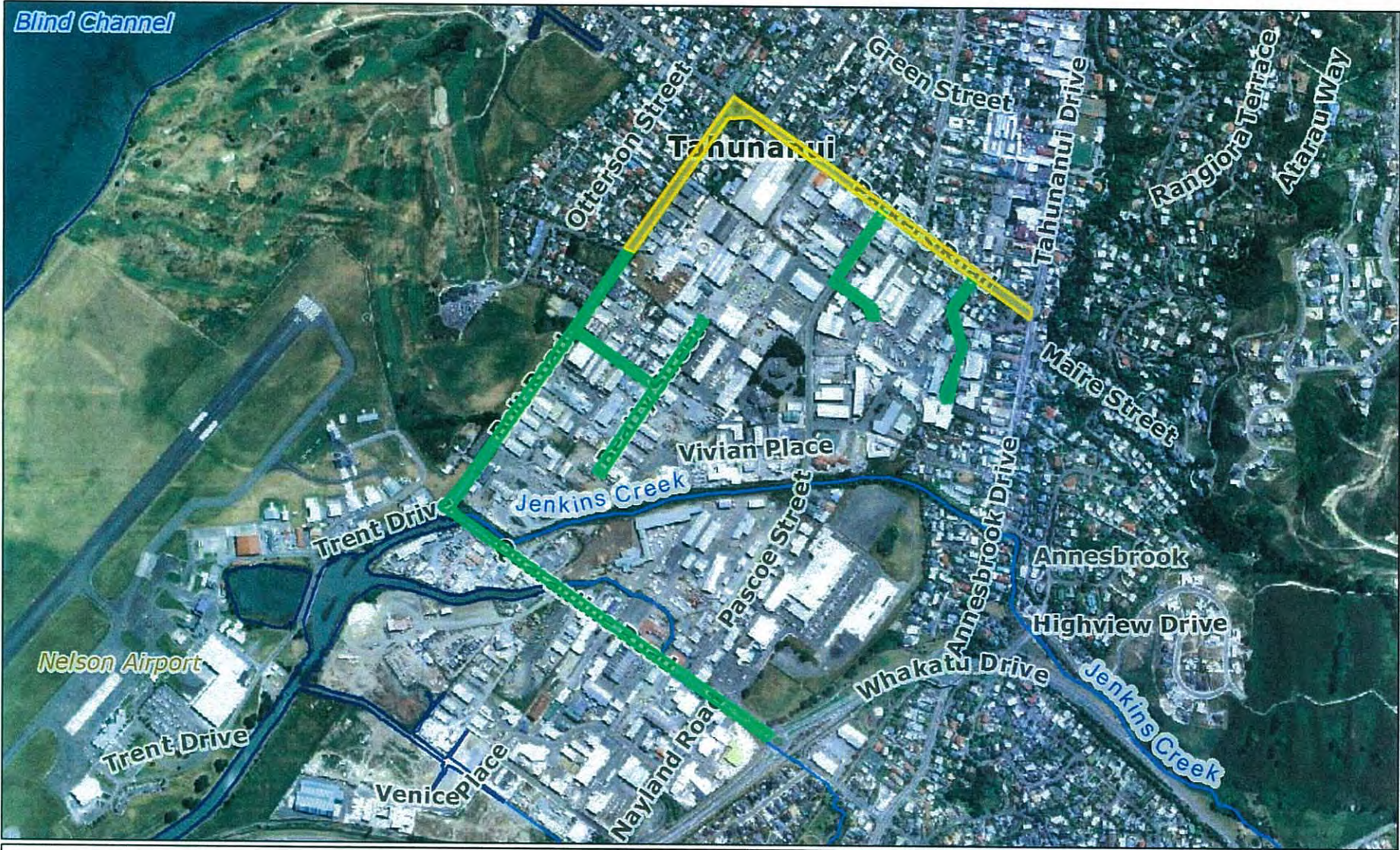
.Ref	Route (or fragment)	Factors considered	Structures	Recommendation
1	Quarantine Rd (State Highway 6 to Bolt Road)	Industrial environment, frequented by heavy trucks. Strategic route.	Assessed and approved for full HPMV load	Approve
1	Bolt Road (Quarantine Road to Golf Haven Way)	Predominantly industrial environment, frequented by heavy trucks. Strategic route. Three residential houses situated opposite the industrial zone are not considered to be significantly affected.	Nil	Approve
2	Bolt Road (Golf Haven Way to Parkers Road)	Industrial and residential environment.	Assessed and approved for full HPMV load	Approve subject to satisfactory public engagement with residents
2	Parkers Rd (Bolt Road to State Highway 6)	Industrial and residential environment, frequented by heavy trucks. Strategic route.	1,350mm and 1,800mm storm water mains require assessment	Approve subject to satisfactory public engagement with residents and satisfactory structural assessment
3	Pascoe Street (Parkers Road to Orion Street)	Industrial environment, frequented by heavy trucks	Nil	Approve
3	Orion Street (all)	Industrial environment, frequented by heavy trucks	Nil	Approve
4	Bullen Street (all)	Industrial environment, frequented by heavy trucks	Nil	Approve
5	Rotheram Street (all)	Industrial environment, frequented by heavy trucks	Nil	Approve
5	Beatty Street (south-western extent to 50 Beatty Street)	Industrial environment, frequented by heavy trucks	Nil	Approve
6	Muritai Street (Tahunanui Drive to north eastern boundary of 9 Muritai Street)	Industrial and commercial environment. Problematic intersection. Existing issues from residents regarding truck vibrations.	Nil	Decline
7, 8	Salisbury Road Extension (all)	Industrial environment, frequented by heavy trucks	Nil	Approve
7	Main Road Stoke (Salisbury Road Extension to northern boundary of 910 Main Road Stoke (Alliance));	Industrial environment, frequented by heavy trucks. Strategic route.	Nil	Approve
9	Main Road Stoke (910 Main Road Stoke (Alliance) to Saxton Road)	Industrial environment, frequented by heavy trucks. Strategic route.	Saxton Creek, Orphanage Creek	Approve subject to satisfactory structural assessments
8	Elms Street (Main Road Stoke to Kotua Place)	Industrial environment, frequented by heavy trucks. Strategic route.	Nil	Approve
8	Kotua Place (all)	Industrial environment, frequented by heavy trucks. Strategic route.	Nil	Approve
10	Echodale Place (Nayland Road to south eastern boundary of 4 Echodale Place (Nayland Truck Stop))	Industrial environment, frequented by heavy trucks.	Nil	Approve

## Attachment 2 to report 1414571.

### Requested routes (fragmented where necessary) with overview of key issues and recommended outcome.

Note: reference column relates to table in paragraph 5.13 of report 1414571.

.Ref	Route (or fragment)	Factors considered	Structures	Recommendation
9	Saxton Road (Main Road Stoke to Nayland Road)	Industrial and commercial environment, frequented by heavy trucks. Some residents along route.	Nil	Approve subject to satisfactory public engagement with residents
11	State Highway 6 to York Quarry via Whakatu Drive, Waimea Road and Market Road	Multi zone environment including residential, congested route, intersections don't comply with geometric recommendations.	Jenkins Creek, York Stream	Decline
12	State Highway 6 to 73 Vanguard St (New World supermarket) via Haven Road, St Vincent Street and Gloucester Street	Commercial and residential environment, high pedestrian area, Auckland Point School, congested roundabouts, intersections don't comply with geometric recommendations.	York Stream, Saltwater Creek	Decline
13	State Highway 6 to 54 Collingwood Street (Mobil Service Station) via Haven Road and Halifax Street	Commercial and residential environment, central business district, high pedestrian area, Auckland Point School, congested roundabouts, intersections don't comply with geometric recommendations.	Saltwater Creek	Decline
14	State Highway 6 to Maitai Valley Road (to Sharlands Road) via Haven Road, Halifax Street, Collingwood Street, Nile Street and Maitai Road.	Multi zone environment, central business district, high pedestrian area, Auckland Point School, Central School, intersections don't comply with geometric recommendations.	Saltwater Creek, Brook Stream, Maitai River bridges	Decline
15	Kokorua Road (all)	Rural environment, single lane, no passing lanes, poor visibility, road structure in very poor condition.	Collins River, Dencker Creek	Decline
16	Main Road Stoke and Annesbrook Drive (from Saxton Road to intersection with Annesbrook Drive and Whakatu Drive) (Alternative route to Whakatu Drive.)	Residential and commercial environment, Stoke central business district, high pedestrian area, Stoke School.	Saxton Creek, Orphanage Creek, Orchard Creek, Poorman Valley Stream, Arapiki Stream	Decline
17	Whakatu Drive to State Highway 6 via Waimea Road, Rutherford Street, Halifax Street and Haven Road. (Alternative route to Rocks Road.)	Multi zone environment, central business district, high pedestrian area, congested route. Auckland Point School, Nelson College for Girls, Nelson College, Rutherford St Kindergarten, Nelson Hospital, Nelson South Kindergarten.	Jenkins Creek, York Stream, Saltwater Creek	Decline



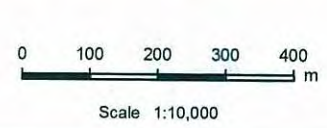
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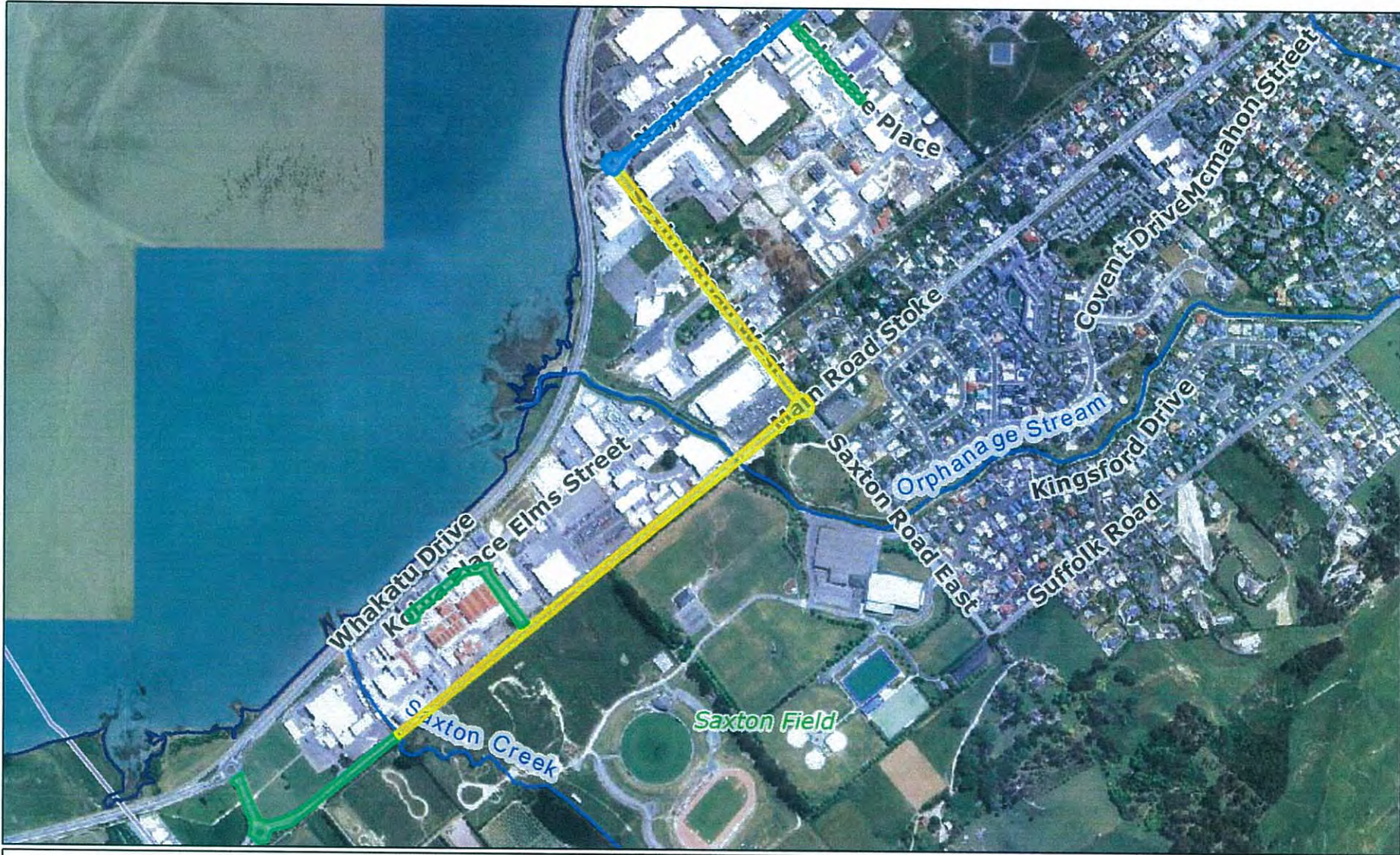
Tahunanui HPMV routes



PO Box 645 Nelson 7040 New Zealand  
 PH 03 5460200  
[www.nelsoncitycouncil.co.nz](http://www.nelsoncitycouncil.co.nz)

- Approval recommended
- Conditional approval recommended





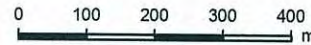
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### Stoke HPMV routes



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- Approval recommended
- Conditional approval recommended
- Route already approved

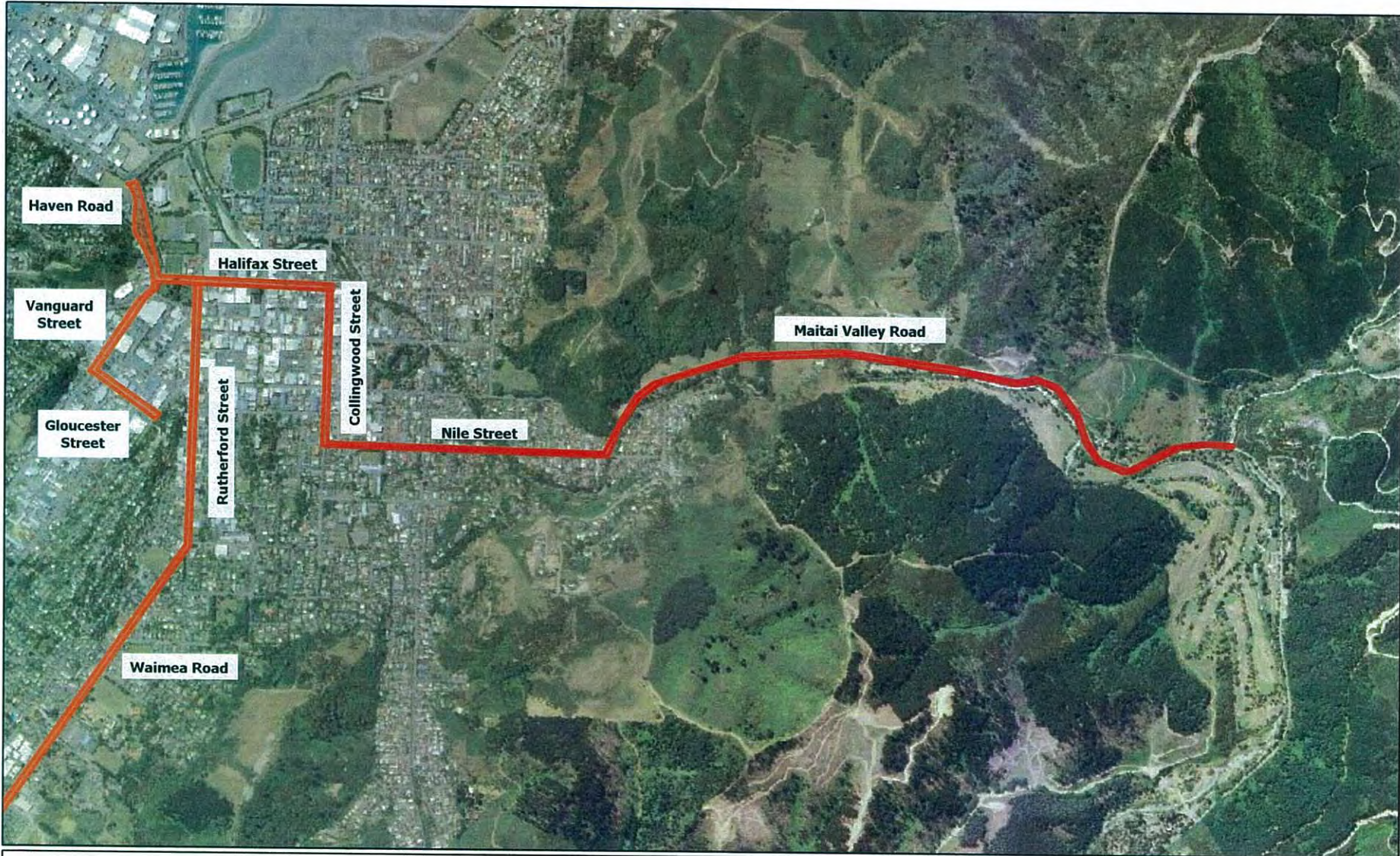


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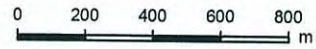
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### HPMV Routes recommended to be declined



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Recommended to be declined



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### HPMV Routes recommended to be declined



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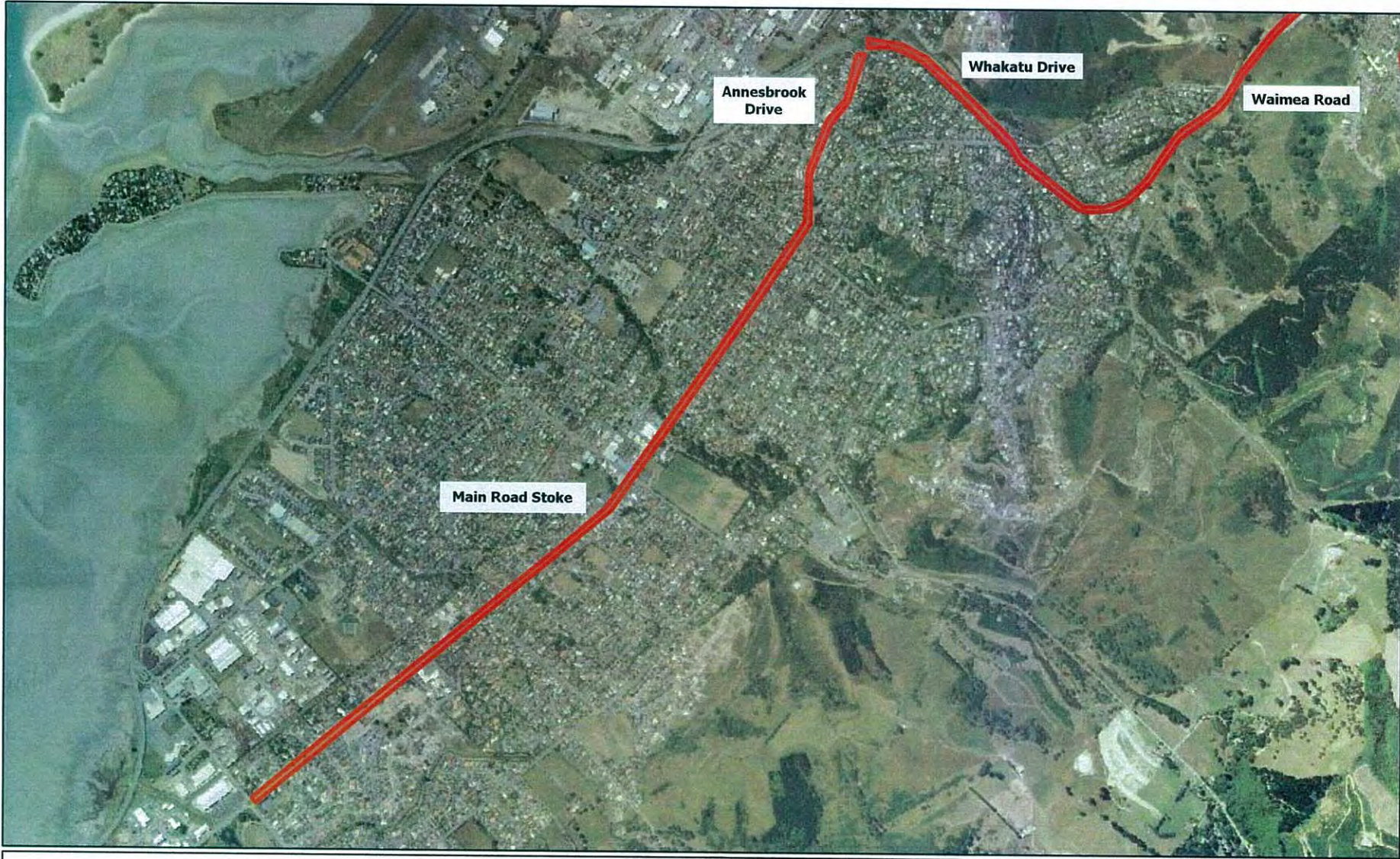
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Date: 17/01/2013



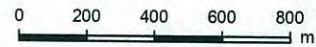
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### HPMV Routes recommended to be declined



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Recommended to be declined



Scale 1:20,000



Date: 17/01/2013



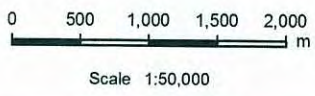
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### HPMV Routes recommended to be declined



PO Box 645 Nelson 7040 New Zealand  
 PH 03 5460200  
[www.nelsoncitycouncil.co.nz](http://www.nelsoncitycouncil.co.nz)

 Recommended to be declined



---

## **Railway Reserve – Proposed Land Purchase**

---

### **1. Purpose of Report**

- 1.1 To seek Council approval for the purchase of New Zealand Transport Authority owned land north of Quarantine Road on which a section of the Stoke Railway Reserve Walkway/Cycleway is located. (Refer to Attachment 1.)

### **2. Recommendation**

***THAT the Council purchases the section of land NL13A/764 (approximately 4400m<sup>2</sup>) from the New Zealand Transport Authority and currently functioning as part of the Stoke Railway Reserve, for \$70,000, funded from the Reserves Purchase Account.***

### **3. Background**

- 3.1 In the late 1980's Council completed the purchase of sections of Railway Reserve south from Quarantine Road through to the Stoke Freezing Works. The remaining strip north of Quarantine Road to Wakatu Drive was retained by Land Information New Zealand pending the future development of the highway.
- 3.2 State Highway 6 (Whakatu Drive) was completed in 2000 and the Council developed the Stoke Railway Reserve as a Walkway/Cycleway including over the portion retained by Land Information New Zealand. This was on the understanding that walking and cycling were legitimate functions of the then Transit New Zealand and the land would continue to be provided for walking and cycling by the Crown.
- 3.3 Whakatu Drive has been completed for more than 12 years and the New Zealand Transport Authority now wishes to sell this section which they consider to be surplus to their roading requirements.

### **4. Discussion**

- 4.1 A spokesperson for the New Zealand Transport Authority advises that their responsibility is to provide a national roading network. This site in question is outside of this requirement, providing local cycling and walking opportunities which the New Zealand Transport Authority considers are the responsibility of the Local Authority.

4.2 The New Zealand Transport Authority advises that if the Council does not wish to purchase the site it will be offered to adjoining land owners which would essentially close this section of the Railway Reserve.

## **5. Valuation**

5.1 The valuation of the 4400m<sup>2</sup> site is \$70,000 and was prepared by Telfer Young on behalf of the New Zealand Transport Authority. (Refer to Attachment 2.)

5.2 The method of valuation used is in accordance with 'Before' and 'After' principles representing the potential added value of the land to adjoining parcels. The Council's Team Leader Property Office considers this to be a fair method of valuation for the purchaser.

## **6. Funding**

6.1 Funding for this purchase is available from the Reserves Purchases Account.

## **7. Conclusion**

7.1 The New Zealand Transport Authority considers that this strip of land is outside its roading commitments and is offering it to Council in the first instance. The method of valuation is considered fair and staff recommend that the Council purchases the land funded from the Reserves Land Purchase Account to retain this section of the Stoke Railway Reserve for walking and cycling.

Andrew Petheram

**Principal Adviser Reserves and Community Facilities**

### **Attachments**

Attachment 1: New Zealand Transport Authority Railway Reserve Site Plan [1437863](#)

Attachment2: Telfer Young Site Valuation Report [1387714](#)

Supporting information follows.

## Supporting Information

### 1. Fit with Purpose of Local Government

The action recommended is compatible with providing good quality local infrastructure and is the most apparent practicable means to retain land for cycling and walking on this portion of the Stoke Railway Reserve

### 2. Fit with Community Outcomes and Council Priorities

Healthy land, sea, air and water; People-friendly places; A fun, creative culture; Kind healthy people.

### 3. Fit with Strategic Documents

Transport priority of 'Active lifestyle'.

### 4. Sustainability

In line with the Council's initiative to invest in walking and cycling.

### 5. Consistency with other Council policies

Parks and Reserves Activity Management Plan 2012-2022. 5.8 Walking and Cycling.

### 6. Long Term Plan/Annual Plan reference and financial impact

Provided for in Reserves Purchase Account.

### 7. Decision-making significance

This is not a significant decision in terms of the Council's Significance Policy.

### 8. Consultation

Not applicable.

### 9. Inclusion of Māori in the decision making process

Not applicable.

### 10. Delegation register reference

Not applicable

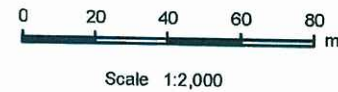


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**SITE PLAN - NZTA Railway Reserve marked in yellow**

 **Nelson City Council**  
te kaunihera o whakatū  
1437863

PO Box 645 Nelson 7040 New Zealand  
PH 03 5460200  
[www.nelsoncitycouncil.co.nz](http://www.nelsoncitycouncil.co.nz)



N  
  
Date: 9/01/2013





## Disposal Of Surplus NZTA Land

Quarantine Road  
Stoke  
Nelson

Date: 14 September 2012

Client: The Property Group

Telfer Young (Nelson) Limited  
Valuers Property Advisors

Ref: NEL-2385

26 September 2012

Heather Bryant  
The Property Group  
P O Box 1551  
NELSON 7040

Dear Heather

**Re: Disposal Of Surplus NZTA Land  
Quarantine Road, Stoke, Nelson**

In accordance with your written instructions of 22 August 2012 we inspected the above land for the purpose of assessing the market value for transfer by amalgamation to the adjoining Nelson City Council land. The property was inspected on 14 September 2012, being the effective date of valuation.

This report must be read in conjunction with TelferYoung (Nelson) Limited's Statement of Limiting Conditions and Valuation Policy.

Yours faithfully  
TelferYoung (Nelson) Limited

**Ashley Stevens**  
Registered Valuer, ANZIV, MPINZ  
Email: [ashley.stevens@telferyoung.com](mailto:ashley.stevens@telferyoung.com)

TelferYoung (Nelson) Limited  
52 Halifax Street, PO Box 621, Nelson, New Zealand.  
Telephone : 03 546 9600, Facsimile : 03 546 9186  
email : [nelson@telferyoung.com](mailto:nelson@telferyoung.com) web site : [www.telferyoung.com](http://www.telferyoung.com)  
+ Ian McKeage + Rod Baxendine + Wayne Wootton + Ashley Stevens



TelferYoung  
Nelson



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## 1.0 Summary

### 1.1. Brief Description

In summary, the land proposed to be transferred by amalgamation comprises an area of some 4400 m<sup>2</sup> of Crown land running between Quarantine Road and Wakatu Drive. The land is currently utilised by the public being a connection between Wakatu Drive and the Nelson City Council Railway Reserve to the south.

### 1.2. Valuation Summary

The market value of the land for transfer has been assessed in accordance with 'Before' and 'After' principles representing the potential added value of the land to adjoining parcels. The valuation has been assessed on the basis of vacant land as follows.

**Valuation Date** 14 September 2012

**Valuation of land for disposal** \$70,000

The valuation has been assessed under the following contingent assumptions and conditions.

- + The value of the land has been assessed on the basis of the land being zoned Residential as currently identified in the Nelson City Council Resource Management Plan.
- + The land has been valued for sale to Nelson City Council for which title will be reissued.
- + The valuation has been assessed for land only, excluding existing site development.
- + The valuation has been assessed as the added value to the adjoining land, with the Nelson City Council being responsible for all costs of survey and issue of new title.
- + The valuation has been assessed including GST (if any).
- + The valuation is subject to the General Limiting Conditions and Valuation Policies as detailed later in the report.

## 2.0 Introduction

### 2.1. Instructions

We have been instructed by Heather Bryant of The Property Group to establish the market value of the surplus land for disposal by transferring the land to the Nelson City Council for Local Purpose and (Cycleway) Reserve. The land has been valued on the basis of its added value to adjoining land assessed under a 'Before' and 'After' principle.

### 2.2. Responsibility

This report has been prepared solely for the use of, and is confidential to, The Property Group. The report is valid only when bearing the Valuer's original signature.



We neither acknowledge nor accept any other duty of care in respect of either the valuation or the report, and any person other than our client who relies upon any part of this document without direct reference to a written authorisation by the Valuer does so in all respects at their own risk.

This report has been prepared for valuation purposes only and is not a structural, geotechnical or environmental survey.

This report must be read in conjunction with TelferYoung (Nelson) Limited's Statement of Limiting Conditions and Valuation Policy.

### 2.3. Definition of Valuation

Our valuation of the property has been undertaken on a market value basis which is defined in International Valuation Standards 2011 as:

*"The estimated amount for which an asset should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties have each acted knowledgeably, prudently and without compulsion".*

## 3.0 Scope of Work

### 3.1. The Valuer

The valuation has been undertaken by Ashley Stevens who provides this objective and unbiased valuation. Ashley Stevens has no material connection with the instructing party and has the appropriate qualifications and experience to undertake the valuation.

### 3.2. Our Client

The Property Group.

### 3.3. Purpose of Valuation

To establish the market value for transfer of surplus land.

### 3.4. Asset Valued

An area of land totalling some 4400 m<sup>2</sup>, subject to survey, to be transferred to the Nelson City Council for Local Purpose (Cycleway) Reserve.

### 3.5. Basis of Valuation

Market value on a 'Before' and 'After' basis.

### 3.6. Valuation Date

14 September 2012.

### 3.7. Extent of Investigations

Property inspection.



### 3.8. Nature and Source of Information Relied Upon

We have been provided with the following documentation:

- + Proposed plan and estimated area, as appended.
- + Services plan.
- + Copy of the Gazette Notice.

### 3.9. Assumptions and Special Assumptions

Special assumptions as defined in the Conditions of Valuation and general assumptions as detailed in our Statement of Limiting Conditions and Valuation Policies.

### 3.10. Reporting Format

Full report confined to the land only.

### 3.11. Valuation Standards

Our valuation has been prepared in accordance with International Valuation Standards 2011 and Australia and New Zealand Valuation Guidance Notes including:

- + IVS - Framework
- + IVS 101 - Scope of Work
- + IVS 102 - Implementation
- + IVS 103 - Reporting
- + IVS 230 - Real Property Interests
- + ANZVGN 1 - Valuation Procedures - Real Property

## 4.0 Legal Description

The land under review comprises an area of Crown land advised to be some 4400 m<sup>2</sup> detailed as follows:

Identifier:	NL13A/764
Land Registration District:	Nelson
Legal Description:	Crown Land Block IV Waimea Survey District
Estate:	Freehold
Area:	4400 m <sup>2</sup> (subject to survey)
Interests:	<ul style="list-style-type: none"><li>+ Encumbered by a stormwater easement in favour of the adjoining owner.</li><li>+ There will be easements required from Network Tasman. 11 kv underground cables and 33 kv and 11 kv overhead lines.</li><li>+ There will be a requirement for an easement for stormwater pipes and a stormwater drain as well as a sewerage pipe, however if transferred to Council such easement may not be required.</li><li>+ Upon disposal the land will be subject to Part IVA Conservation Act 1987 and Section 11 Crown Minerals Act 1991.</li></ul>

A copy of the Gazette Notice is appended.

## 5.0 Resource Management

Territorial Authority:	Nelson City Council.
Plan Status:	Operative in part.
Zoning	Residential
Zone Description:	<p>The Residential zone provides for a maximum site coverage of up to 40% of the net land area and a minimum site area for subdivision of 400 m<sup>2</sup> per household unit.</p> <p>The Nelson Resource Management Plan is an 'effects based' plan, allowing a wide range of activity associated with the residential nature of the neighbourhood provided that such activities are non-hazardous and create minimal disturbance.</p>

## 6.0 Environmental Matters

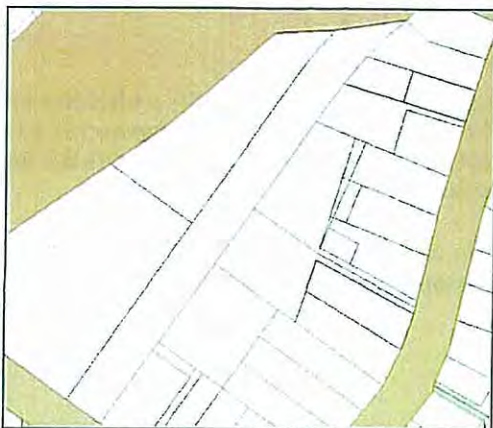
### 6.1. Land Information Memorandum

We have not sighted a current Land Information Memorandum for the subject property during the course of this valuation. Our report is subject to there being no outstanding requisitions or adverse information affecting the property. We reserve the right to amend our assessment should this not be the case.

### 6.2. Contamination

We have not been provided with an environmental audit of the property. We refer you to our Statement of Limiting Conditions and Valuation Policy on matters relating to potential contamination.

## 7.0 Land



Sourced from QuickMap & Top of the South Maps





Location:	Located to the northern side of Quarantine Road between Wakatu Drive and Annesbrook Drive. The property is located on the western fringe of the Stoke residential area with industrial land adjoining to the west together with the designated land forming a Nelson City Council playground.
Area:	Advised area of 4400 m <sup>2</sup> subject to final survey.
Comments:	<p>The land comprises a rectangular shaped parcel with an approximate width of some 19.5 m and an approximate length of 220 m.</p> <p>The land is predominantly of flat or easy sloping contour in the main with an area of land along the western boundary of moderate to steep falling contour through to boundary.</p> <p>The land is traversed by overhead powerlines of 11 kv and 33 kv, having a negative impact on the potential utilization of the land.</p>

## 8.0 Basis of Valuation

The valuation has been assessed on the basis of 'Before' and 'After' principles, with the land having been considered on the basis of the potential added value if amalgamated with adjoining sites. This approach takes a 'Before' and 'After' basis for each of the adjoining land parcels which it could be amalgamated with and the value therefore represents the marginal added value to those existing sites.

Given the overall length of the property, it has potential to be amalgamated with a number of different land parcels including residential, recreation and industrial land. Whilst the highest value of the land is achieved on the basis of sale to the individual residential adjoining lots, this carries significant cost implications on the basis of survey and title costs together with the risk that potentially some parties may not wish to purchase the land.

On the basis of added value to the adjoining Recreation Reserve, the land provides the greatest utility although not necessarily reflecting the potential value as residential land.

## 9.0 Market Evidence

There are limited recent vacant land sales within the immediate locality, with the most comparable land sale comprising a property at 5 Hazels Way which sold in January 2012 for \$70,000. The site comprises a 548 m<sup>2</sup> near level site adjoining the Wakatu Drive Road Reserve located within a short cul-de-sac off Annesbrook Drive.

Other vacant residential land within central Stoke comprises a sale at 265B Nayland Road which sold in June 2012 for \$140,000. This comprises a rear site of 376 m<sup>2</sup>, of near level contour with a shared access driveway.





## 10.0 Valuation Assessment

The valuation has been assessed on what we consider the highest and best use of the land to be as residential land amalgamated with adjoining sites. From this base value we have deducted an estimate of costs recognising the significant survey and title costs together with the holding cost and potential risks associated with not obtaining a sale to each adjoining owner. We therefore consider the land value to be significantly discounted, recognising a single purchase in one line. On this basis we assess the market value of the land as follows.

Land area	4400 m <sup>2</sup>	
Land value per m <sup>2</sup>	\$16	
	<hr/>	
Indicated Land Value		\$70,400
Adopt Added Value		\$70,000

## 11.0 Valuation

As detailed above we assess the market value of the land comprising 4400 m<sup>2</sup> of surplus NZTA land as follows:

Main Value	\$70,000
------------	----------

The above valuation has been assessed subject to the following contingent assumptions.

- + The value of the land has been assessed on the basis of the land being zoned Industrial and the Designation for a State Highway being removed.
- + The land has been valued for sale to the Nelson City Council for which title is being reissued.
- + The valuation has been assessed for land only, excluding existing site development.
- + The valuation has been assessed as the added value to the adjoining land, with the Taking Authority being responsible for all costs of survey and issue of new title.
- + The valuation has been assessed plus GST (if any).
- + The valuation is subject to the General Limiting Conditions and Valuation Policies as detailed later in the report.

## 12.0 Disclosures

### Experience

Ashley Stevens has the necessary experience in valuing this class of property, and has all appropriate qualifications and registration required to practise as a valuer.



It is declared that Ashley Stevens is a Registered Valuer within the meaning of the Valuers Act 1948, is a Fellow of the New Zealand Institute of Valuers and holds Annual Practising Certificate N<sup>o</sup>.634.

### Independence

Ashley Stevens has no direct or indirect pecuniary or other interest in the property being valued and, in the preparation of this report, has acted in an independent capacity. He is not aware of any other potential conflicts of interest.

### TelferYoung Disclosure

- + To the best of our knowledge the statements of fact presented in this report are correct;
- + The analysis and conclusions in the report are limited only by the reported assumptions and conditions;
- + We have no interest in the subject property being valued;
- + Our fee is not contingent upon any aspect of the report;
- + The valuation has been prepared in accordance with the Property Institute of New Zealand/New Zealand Institute of Valuers Code of Ethics, Rules of Conduct and Valuation Standards;
- + The Valuer has satisfied professional education requirements;
- + The Valuer has experience in the location and category of the property being valued;
- + The Valuer has made a personal inspection of the property;
- + No one, except those specified in this report, has provided professional assistance in preparing the report.

## 13.0 Statement of Limiting Conditions and Valuation Policy

### Purpose

*This valuation report has been completed for the specific purpose stated. No responsibility is accepted in the event that this report is used for any other purpose.*

### Responsibility to Third Party

*Our responsibility in connection with this valuation is limited to the client to whom the report is addressed and to that client only. We disclaim all responsibility and will accept no liability to any other party without first obtaining the written consent of TelferYoung (Nelson) Limited and the author of the report. TelferYoung (Nelson) Limited reserves the right to alter, amend, explain or limit any further information given to any other party.*

### Reproduction of Report

*Neither the whole nor any part of this valuation and report or any reference to it may be included in any published document, circular or statement without first obtaining our written approval of the form and context in which it may appear. Our report is only valid when bearing the Valuer's original signature.*

### Date of Valuation

*Unless otherwise stated, the effective date of the valuation is the date of the inspection of the property. This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value.*

*Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of 3 months from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation.*



### Legislation

We have not obtained a Land Information Memorandum (LIM) or Property Information Memorandum (PIM) for this property which, unless otherwise stated, is assumed to conform to all requirements of the Resource Management Act 1991, the New Zealand Building Code contained in the First Schedule to the Building Regulations 1992, the Building Act 2004 and any Historic Places Trust registration. Our valuation reports are prepared on the basis that properties comply with all relevant legislation and regulations and that there is no adverse or beneficial information recorded on the Territorial Local Authority (TLA) property file, unless otherwise stated. Legislation that may be of importance in this regard includes the Health & Safety in Employment Act 1992, the Fire Safety and Evacuation of Buildings Regulation 1992, and the Disabled Persons Community Welfare Act 1975.

### Registrations

Unless otherwise stated, our valuation is subject to there being no detrimental or beneficial registrations affecting the value of the property other than those appearing on the title. Such registrations may include Waahi Tapu and Historic Places Trust registrations.

### Reliability of Data

The data and statistical information contained herein was gathered for valuation purposes from reliable sources and is believed to be correct. All reasonable attempts have been made to verify the authenticity of this information but we cannot guarantee its accuracy.

### Assumptions

This report contains assumptions believed to be fair and reasonable at the date of valuation. In the event that assumptions are made, based on information relied upon which is later proven to be incorrect, or known by the recipient to be incorrect at the date of reporting, TelferYoung (Nelson) Limited reserves the right to reconsider the report, and if necessary, reassess values.

### GST

When analysing the sales and/or leasing evidence relied upon for this valuation, it is noted that we have attempted to ascertain whether or not the sale price/rental is inclusive or exclusive of Goods and Services Tax (GST). The national property database of sales evidence does not always identify whether or not the sale price is inclusive or exclusive of GST. Where we have not been able to verify the matter of GST, we have assumed that the national property database record of sale price is inclusive of GST (if any) for residential properties and plus GST (if any) for non-residential properties. Should this not be the case for any particular sale or rental used as evidence, we reserve the right to reconsider our valuation.

### Land Survey

We have made no survey of the subject property and assume no responsibility in connection with these matters. Unless otherwise stated, the valuation has been assessed conditional upon all improvements being within the title boundaries.

Unless otherwise stated, we have not undertaken investigations or been supplied with geotechnical reports with respect to the nature of the underlying land. Unless otherwise stated, the valuation has been assessed conditional upon the land being firm and suitable ground for the existing and/or potential development, without the need for additional and expensive foundation and retaining work or drainage systems.

### Contamination

We have not undertaken an environmental audit of the property. Unless otherwise stated, our valuation and report is conditional upon the land and buildings being unaffected by harmful contaminants or noxious materials which may impact on value. Verification that the property is free from contamination and has not been affected by noxious materials should be obtained from a suitably qualified environmental expert.

### Market Valuations

Market valuations are carried out in accordance with the Valuation Standards and Guidance Notes. Market Value is defined "The estimated amount for which an asset should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties have each acted knowledgeably, prudently and without compulsion".

No allowances are made in our valuations for any expenses of realisation, or to reflect the balance of any outstanding mortgages either in respect of capital or interest accrued thereon.



**Asbestos**

*We are unable to comment on the existence or otherwise of asbestos within any structure or the land. A suitably qualified expert should be engaged to determine if asbestos is present. Asbestos in a building or the land may affect our assessment of value.*

Please contact the writer should you wish to discuss any matters raised in this report.

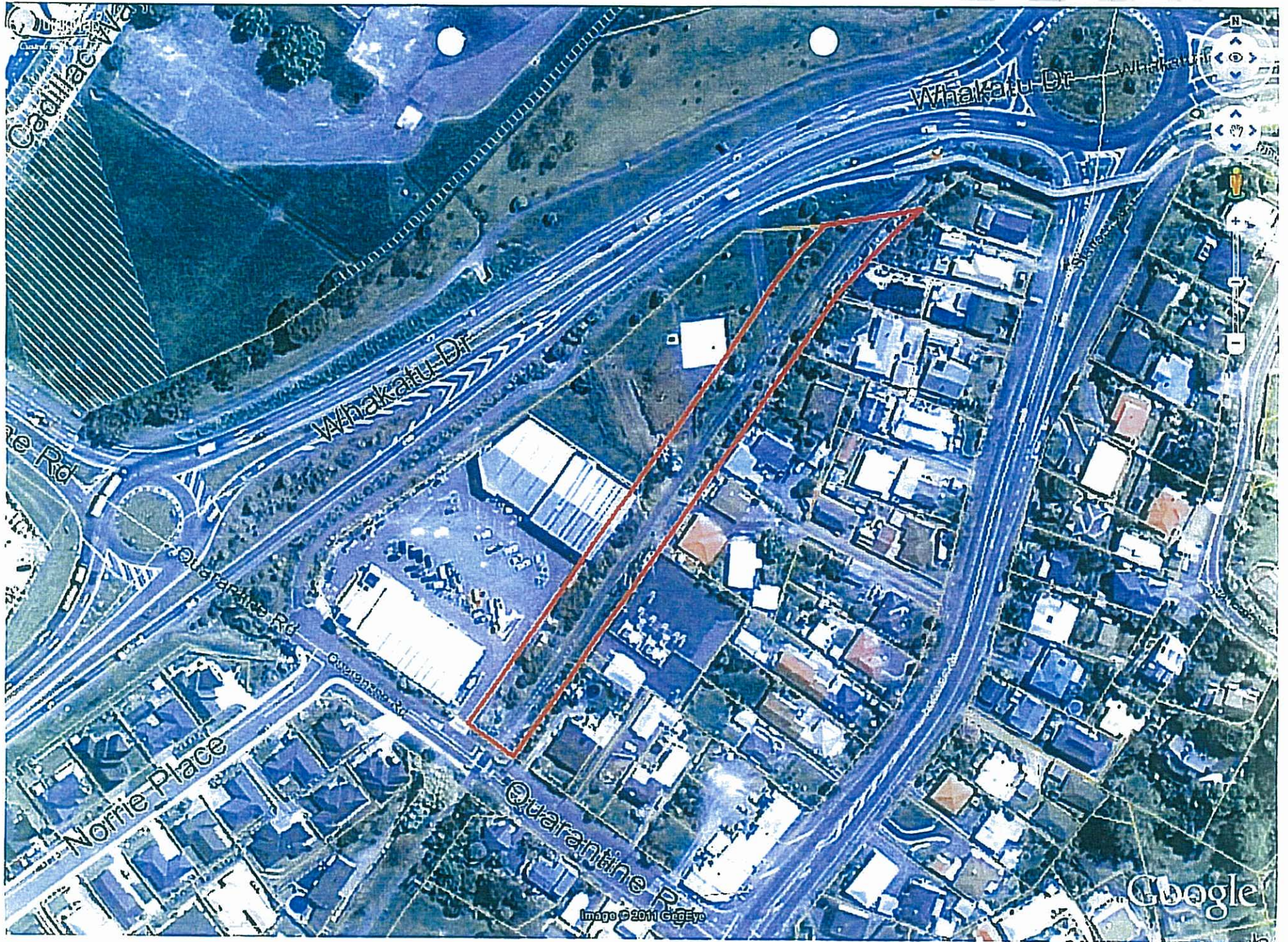
Yours faithfully  
TelferYoung (Nelson) Limited

**Ashley Stevens**  
Registered Valuer, ANZIV, MPINZ  
Email: [ashley.stevens@telferyoung.com](mailto:ashley.stevens@telferyoung.com)



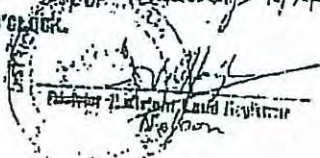
**Appendix A**  
**Land Diagram & Gazette Notice**





155064

PARTICULARS ENTERED ~~HEREIN~~  
 ROAD on Gazette Notice 100895  
 THE DATE OF February 1974  
 AT 2.31 O'Clock



5092558.6 Gazette Notice (2001 p 3482)  
 declaring parts of part Section 18 City  
 of Nelson (617m<sup>2</sup> and 1658m<sup>2</sup>), part of  
 Crown Land Block IV Waimea Survey District  
 (1.46410ha) and part of part Section 18  
 Suburban South District herein (6438m<sup>2</sup>)  
 to be limited access road which, pursuant  
 to Section 88(2) Transit New Zealand Act  
 1989, have become road, limited access  
 road and State highway and are  
 vested in the Crown - Produced 10.10.2001  
 at 11am and Entered 25.10.2001 at  
 9:15am

*Glenn J. Smith*

Subject to a right to drain  
 water over part herein marked  
 E on DP 331240 created by  
 Easement Instrument  
 6299813.6 - 4.2.2005 at  
 9.00 am

*R. K. L.*

Subject to a right to  
 drain water over part  
 herein marked E on DP 371192  
 created by Easement Instrument  
 7129611.3 - 24.11.2006 at  
 9.00am

*[Signature]*  
 for R. K. L.

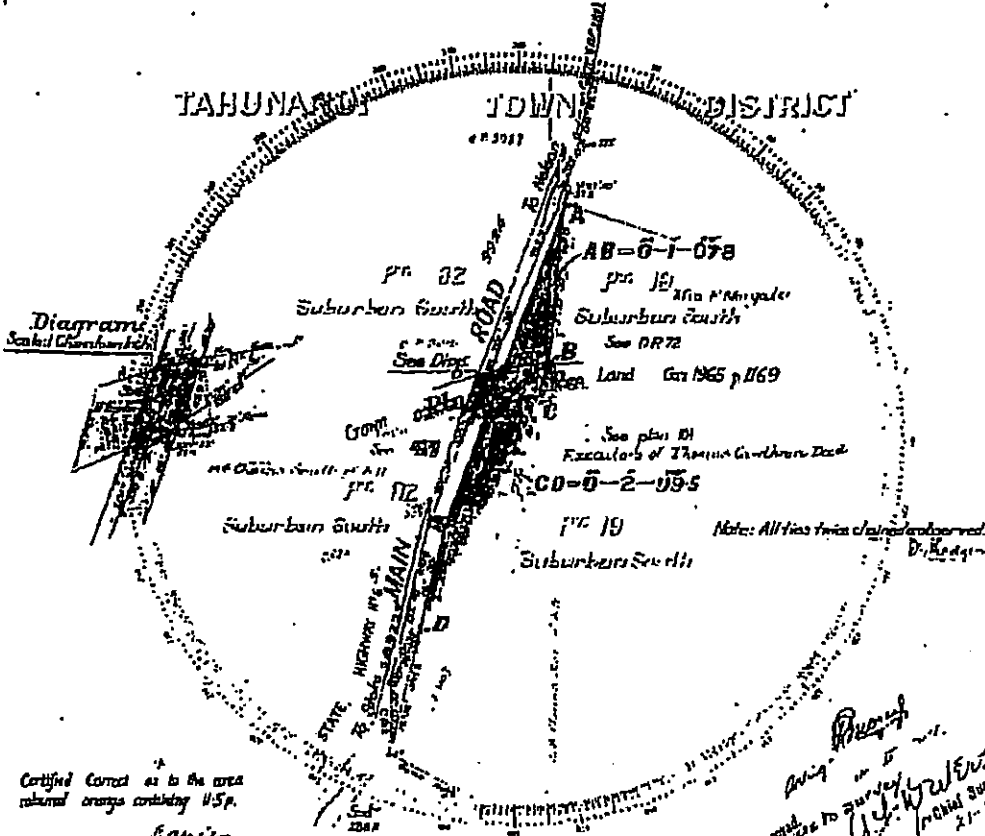
The easement created by  
 Easement Instrument 7129611.3  
 is subject to Section 243(a) Resource  
 Management Act 1991.

LAND & DEEDS	
Nature	C/N
From	M.O.L.
	-5 FEB 1974
Time	2.31pm
Page	& N14.1
Abstract No.	159

DEPARTMENT OF LANDS AND SURVEY, NEW ZEALAND.

Land to be taken under the Public Works Act.

Land 207.  
 The plan is to be taken under the Public Works Act.  
 and the land is to be taken for the purpose of the Public Works Act.



Certified Correct as to the area contained therein containing 1/5p.

*John Rodgers*  
 Surveyor General

*Approved by Surveyors General*  
 21-2-24

Plan of Land taken for Road. Blk. IV. Waimea S.D.  
 Surveyed for N.Z. Government Railways  
 By *T. Rodgers* Licensed Surveyor.  
 Date: January, 1924

copy of: M.O.W. 27541  
**8265 627**

ORRIFICATH.

I hereby certify that this plan has been made from surveys conducted by me (including any previous surveys) and that the same are correct and that the land shown on the plan is the land to be taken under the Public Works Act.





Extract from New Zealand Gazette, Thursday, 17 January 1974, No. 2, page 60

Crown Land Set Apart for Better Utilization in the City of Nelson

Pursuant to section 23 of the Public Works Act 1920, the Minister of Works and Development hereby declares the land described in the First and Second Schedules hereto to be set apart for better utilization from and after the 17th day of January 1974.

FIRST SCHEDULE  
NELSON LAND DISTRICT

All those pieces of land situated in the City of Nelson and described as follows:

All that parcel of land containing 1 acre 2 roods 21 perches, more or less, being parts Sections 627, 628 and 629, City of Nelson, and part Section 9, Block B, Wakapuia District, and being all the land comprised and described in deeds conveyance 14D/15302.

Also, all that parcel of land containing 33 perches, more or less, being part Section 9, Block E, Wakapuia District, and all that parcel of land containing 28 perches, more or less, being part Section 854, City of Nelson, both being all the land comprised and described in deeds conveyance 14D/15498.

Also, all that parcel of land containing 7 perches, more or less, being part Section 833, City of Nelson, and being all the land comprised and described in deeds conveyance 14D/15501.

Also, all that parcel of land containing 2 acres and 34 perches, more or less, being parts Sections 835, 836 and 837, Nelson City, and parts Sections 8 and 9, of Block E, Wakapuia District, and being all the land comprised and described in certificate of title 1c/597.

Also, all that parcel of land containing 2 roods and 37 perches, more or less, being part Section 24, Wakapuia District, being all the land comprised and described in deeds conveyance 14D/14887.

Also, all that parcel of land containing 7 acres, more or less, being parts Sections 858, 859, 860, and 861, City of Nelson, and parts Sections 1, 2, and 3, Block E, Wakapuia District, being all the land comprised and described in deeds conveyance 14D/14884.

Also, all that parcel of land containing 1 rood and 6 perches, more or less, being part Section 11, Suburban South District, and all that parcel of land containing 1 acre 1 rood

17 perches, more or less, being part Section 11, Suburban South District, both being all the land comprised and described in deeds conveyance 14D/14940.

Also, all that parcel of land containing 3 acres 2 roods 15 perches, more or less, being part Section 6, Suburban South District, being the balance of the land described in deeds conveyance 14D/15498.

Also, all that parcel of land containing 2 roods and 18.3 perches, more or less, being part Section 10, Suburban South District, being the balance of the land described in certificate of title 1C/333.

Also, all that parcel of land containing 1 acre 1 rood 23 perches, more or less, being part Section 10, Suburban South District, being all the land comprised and described in certificate of title 3/152.

Also, all that parcel of land containing 1 acre 2 roods 3 perches, more or less, being part Section 10, Suburban South District, being the balance of the land described in certificate of title 1C/595.

Also, all that parcel of land containing 3 roods and 8 perches, more or less, being part Section 10, Suburban South District, being all the land comprised and described in certificate of title 3/110.

Also, all that parcel of land containing 1 acre 1 rood 13 perches being part Section 19, Suburban South District, and all that parcel of land containing 1 acre 2 roods 21 perches being part Section 22, Suburban South District, both being all the land comprised and described in deeds conveyance 14D/15112.

Part notice No 100890 Nelson Land Registry.

SECOND SCHEDULE

NELSON LAND DISTRICT

All that piece of land containing 115 perches (250 square metres) situated in Block IV, Waimea Survey District, City of Nelson, being railway land; as shown on plan marked M.O.W. 17541 (S.O. 8253) deposited in the office of the Minister of Works and Development at Wellington, and thereon coloured orange.

Part notice No. 100890 Nelson Land Registry.

Dated at Wellington this 17th day of December 1973.

F. M. COLMAN, for Minister of Works and Development  
(P.W. 71/11/170; Wn. D.O. 27/6/70, 27/6/70/1)

A. D. SIMPSON, Government Printer, Wellington, New Zealand.

4 447

4 509

U 575 571

75.134

70

72

73

74.780

WDO File 27/6/0  
27/6/0/9  
Ministry of Works,  
District Office,  
Private Bag,  
WELLINGTON

Date 30/1/74

The District Land Registrar,

NELSON

Job No. 73167

... I enclose for deposit in your office:

1. Copy of: N.Z. Gaz. 1974/60

Declaration  
Proclamation  
Notice  
Order in Council  
Certificate

land for Better Utilisation

2. Copy of the Plan M.O.W. 27541 S.O. Plan 8265  
H.D.W. Plan

3. Discharge of Compensation Certificate No.

Will you kindly register the document against all lands affected thereby,  
inform me when this has been done, and advise the number allotted to the  
document.

If you find the document doubtful or incorrect in any respect, will you  
please refrain from registering it and inform me at once.

Compensation Certificate No. need not be formally discharged  
as all the land in the certificate has become a public work and the purpose of  
the certificate has now been fulfilled.

A. McG. Peart  
G. J. Tustin  
District Commissioner of Works

per: M. M. Conroy

Encl:

Approved by Registrar-General of Land under No. 2002/6055

**Easement instrument to grant easement or profit à prendre, or create land covenant**  
Sections 90A and 90F, Land Transfer Act 1952

**EI 7129611.3 Easement In**

Copy - 01/01, Page - 003, 23/11/08, 13:41



DocID: 211888720  
Must be underlined.

Land registration district

Nelson

Grantor

Surname(s) must be underlined.

HER MAJESTY THE QUEEN (for better utilization under the Public Works Act 1981)

Grantee

Surname(s) must be underlined.

PAUL NEVILLE SUTHERLAND AND SHARLENE JOY SUTHERLAND

Grant\* of easement or profit à prendre or creation or covenant


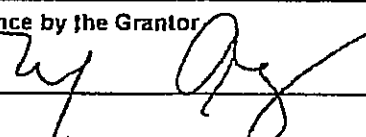
The Grantor, being the registered proprietor of the servient tenement(s) set out in Schedule A, grants to the Grantee (and, if so stated, in gross) the easement(s) or profit(s) à prendre set out in Schedule A, or creates the covenant(s) set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s). Subject to caveat 7049608.1

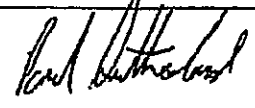
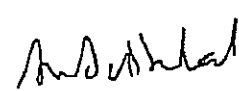
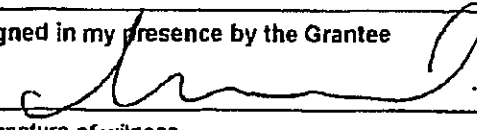
Dated this

24<sup>th</sup> day of August

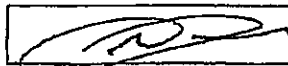
2006

Attestation

 For and on behalf of Her Majesty the Queen Acting pursuant to delegated Authority from the Chief Executive of Land Information NZ Pursuant to section 41 of the State Section Act 1988	Signed in my presence by the Grantor
	 Signature of witness Witness to complete in BLOCK letters (unless legibly printed) Witness name <u>Susie Alvarez</u> Occupation <u>Crown Property Clearances</u> <u>Land Information New Zealand</u> <u>160 Lambton Quay</u> <u>Wellington</u>
Signature [common seal] of Grantor	Address

 	Signed in my presence by the Grantee
	 Signature of witness Witness to complete in BLOCK letters (unless legibly printed) Witness name <u>TAMARA WILLIAMS</u> Occupation <u>LAW CLERK</u> Address <u>NELSON</u>
Signature [common seal] of Grantee	Address

Certified correct for the purposes of the Land Transfer Act 1952.



[Solicitor for] the Grantee

\*If the consent of any person is required for the grant, the specified consent form must be used

REF 7063 - AUCKLAND DISTRICT LAW SOCIETY

1387714

Approved by Registrar-General of Land under No. 2002/6055  
Annexure Schedule 1

Easement instrument

Dated

24/8/06

Page

2

of

3

pages

Schedule A

(Continue in additional Annexure Schedule if required.)

Purpose (nature and extent) of easement, profit, or covenant	Shown (plan reference)	Servient tenement (Identifier/CT)	Dominant tenement (Identifier/CT or in gross)
Right to drain water	E on DP371192	Crown land held for Better Utilisation in Block IV Waimea Survey District. Gazette Notice 155064	Lot 1 DP371192 CT 288315 Lot 2 DP371192 CT 288316

Easements or profits à prendre rights and powers (including terms, covenants, and conditions)

Delete phrases in [ ] and insert memorandum number as required  
Continue in additional Annexure Schedule if required.

Unless otherwise provided below, the rights and powers implied in specific classes of easement are those prescribed by the Land Transfer Regulations 2002 and/or the Ninth Schedule of the Property Law Act 1952.

The implied rights and powers are ~~varied~~ ~~negated~~ ~~added to~~ or ~~substituted~~ by:

~~[Memorandum number , registered under section 155A of the Land Transfer Act 1952].~~

~~[the provisions set out in Annexure Schedule 2].~~

Covenant provisions

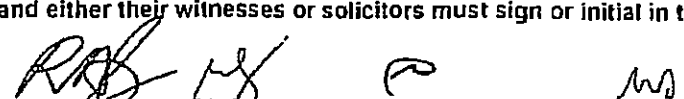
Delete phrases in [ ] and insert memorandum number as required.  
Continue in additional Annexure Schedule if required.

The provisions applying to the specified covenants are those set out in:

~~[Memorandum number , registered under section 155A of the Land Transfer Act 1952].~~

~~[Annexure Schedule 2].~~

All signing parties and either their witnesses or solicitors must sign or initial in this box

15 

### Annexure Schedule

Insert below:-  
"Mortgage", "Transfer", "Lease" etc.

Easement

dated

24/8/06

page

3

of

3

pages

#### ANNEXURE SCHEDULE 2

Where there is a conflict between the provisions of Schedule 4 of the Land Transfer Regulations 2002 and the modifications in this Easement Instrument the modifications must prevail.

This easement has been granted pursuant to Section 48 of the Public Works Act 1981 and shall not be ~~recoverable~~ **revocable** without compensation on three months notice in writing.

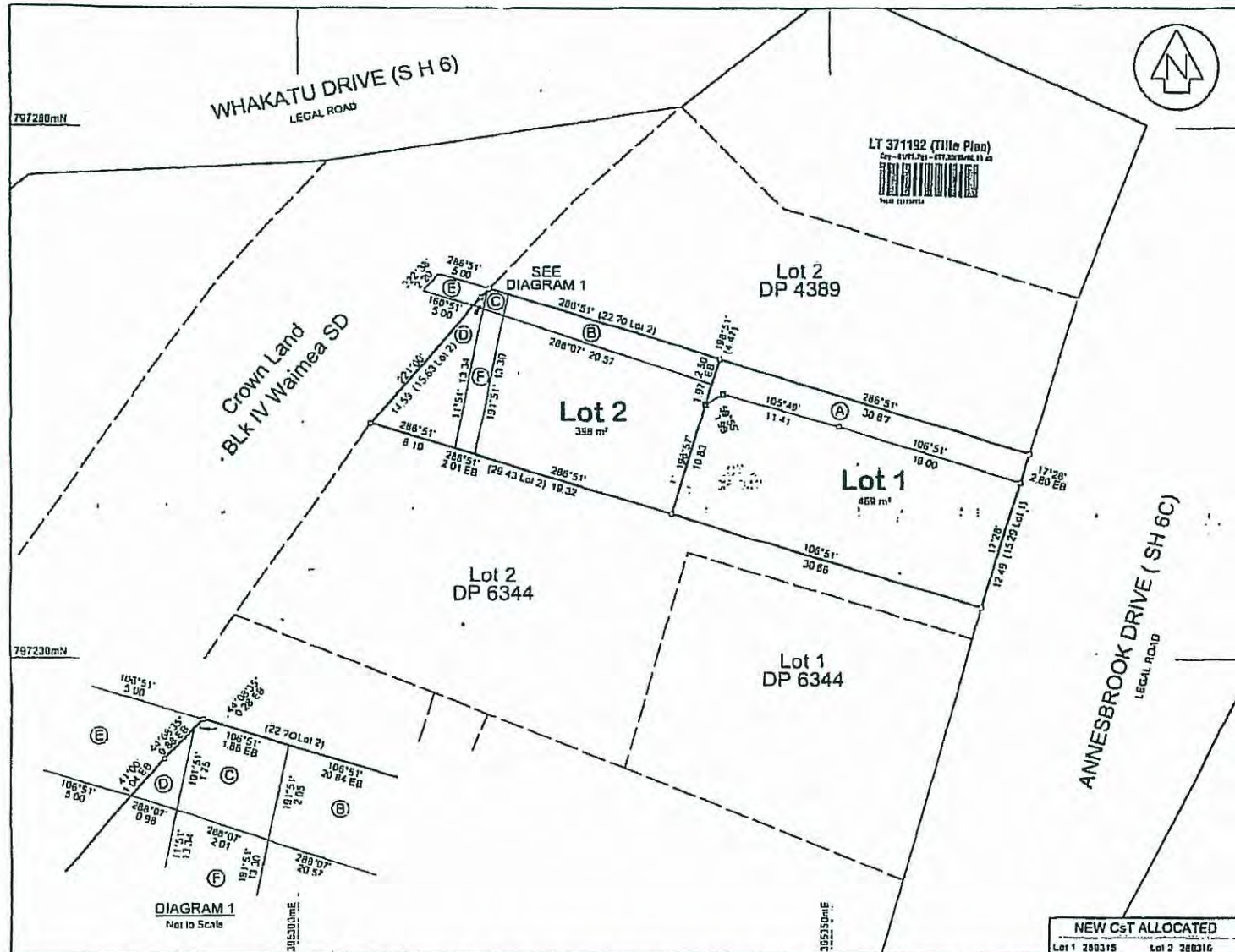
*[Handwritten signature]*  
*[Handwritten signature]*  
*[Handwritten signature]*

If this Annexure Schedule is used as an expansion of an instrument, all signing parties and either their witnesses or their solicitors must put their signatures or initials here.

*[Handwritten signature]* *[Handwritten signature]*

*[Handwritten initials]* *[Handwritten initials]*

*[Handwritten mark]*



Approvals Approved as to Layout			
P N Sutherland		S J Sutherland	
I hereby certify that this plan was approved by the Nelson City Council pursuant to Section 223 of the Resource Management Act 1991 on the 27 <sup>th</sup> day of May 2006 subject to the granting or reserving of the easements set out in the Memorandum hereon.			
 D Ballagh Authorized Officer Nelson City Council			
<b>MEMORANDUM OF EASEMENTS IN GROSS</b>			
PURPOSE	SHOWN	SERVIENT TENEMENT	GRANTEE
Right to Drain Sewage	C & F	Lot 2 hereon	Nelson City Council
<b>MEMORANDUM OF EASEMENTS</b>			
PURPOSE	SHOWN	SERVIENT TENEMENT	DOMINANT TENEMENT
Right of Way and Right to Convey Water, Electricity and Telecommunications	A	Lot 1 hereon	Lot 2 hereon
Right to Drain Water and Sewage	B, C, A, D	Lot 2 hereon	Lot 1 hereon
Right to Drain Water	E	Crown Land Blk IV Waimea S.D.	Lots 1 & 2 hereon
<b>CLASS OF SURVEY 1</b>			
Total Area: 867 m²			
Comprised in CT NL941105, Crown Land (No LT Registration) (EO)			
I, <u>John Stafford West</u> being a person entitled to practise as a licensed cadastral surveyor certify that: (a) The survey to which this certificate relates was executed and was undertaken by me or under my direction in accordance with the Cadastral Survey Act 2002 and the Survey-General's Rules for Cadastral Survey 2007; (b) This diagram is accurate and has been created in accordance with that Act and those Rules.			
Signature:			
Date: 26.5.2006			
Field Book: 2		Transfer Book: 2	
Reference Plans: DP's 3011, 2189, 0318, 3173, 10235, 17418, 13814, 13575, 15583			
Examined: Cover			
Approved as to Survey by Land Information NZ on 27.6.2006			
Deposited by Land Information NZ on 24.7.2006			
NEW Cst ALLOCATED Lot 1 288315 Lot 2 288316		Scale: 1 : 250 Date: May 2006	

LAND DISTRICT: NELSON

Lots 1 & 2 being subdivision of Lot 2 DP 3411 and easement over Crown Land Blk IV Waimea S.D.

TERRITORIAL AUTHORITY: NELSON CITY  
 Surveyed by John West Surveys Limited  
 Scale: 1 : 250 Date: May 2006

DP 371192

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**Minutes of a meeting of the Nelson Regional Transport Committee  
Held in the Council Chamber, Civic House, Trafalgar Street, Nelson  
On Thursday 6 December 2012, commencing at 9.35am**

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- Present:** Councillors I Barker (Chairperson), P Matheson, D Shaw, R Copeland, and G Collingwood, P Olorenshaw (Environmental Sustainability), J Glasgow (Access and Mobility), J Moore (Public Health), B Findlater (Economic), M Owen (New Zealand Transport Agency), L Hammond (New Zealand Transport Agency), P Hookham (New Zealand Transport Agency)
- In Attendance:** Councillors E Davy and R Reese, Principal Adviser Transport and Rooding (A James), Executive Manager Strategy and Planning (M Schruer), Administration Adviser (L Canton)
- Apologies:** Apologies were received and accepted from New Zealand Transport Agency Regional Director, J Chetwynd

**1. Conflicts of Interest**

There were no updates to the Interests Register and no conflicts of interest with items on the agenda were identified.

**2. Public Forum**

Grant Rutledge spoke about a Southpine and Waimea log cartage high productivity motor vehicles opportunity, which he said would result in greater efficiencies and fewer trucks on the roads. He tabled a document (1425576), which he spoke to.

In response to questions, Mr Rutledge said that safety was a priority for the industry, and that efficiencies were required to offset rising costs to industry. He added that high productivity motor vehicles had a lower road impact than the three-axle trailers currently allowed.

**3. Confirmation of Minutes**

18 October 2012

Document number 1395372, agenda pages 1-5 refer.

It was noted that, in response to a question at the meeting, the New Zealand Transport Agency had confirmed that the statement on the final

page of its 2012-15 Regional Summary (1385414) that "An outcome of this (the Arterial Traffic Study) was to look to improve Waimea Road as a safe and resilient alternative to State Highway 6 Rocks Road" was incorrect and would be corrected.

Resolved

***THAT the minutes of a meeting of the Nelson Regional Transport Committee, held on 18 October 2012, be confirmed as a true and correct record.***

Collingwood/Shaw

Carried

#### **4. Regional Transport Committee Roles and Responsibilities**

Peter Hookham (New Zealand Transport Agency), gave a presentation (1425620) highlighting the key roles and responsibilities of the Regional Transport Committee as outlined in the Land Transport Management Act.

It was clarified that, in the adoption of the Regional Land Transport Programme, the non-Council and non-New Zealand Transport Agency members of the Committee had speaking rights only.

##### **4.1 Nelson Regional Transport Committee Submission to the Land Transport Management Amendment Bill**

Document number 1385706, agenda pages 6-10 refer.

Resolved

***THAT the Nelson Regional Transport Committee Submission to the Land Transport Management Amendment Bill (1385706) be received.***

Collingwood/Shaw

Carried

#### **5. Investment Logic Mapping**

Peter Hookham (New Zealand Transport Agency) gave a presentation (1425675) on Investment Logic Mapping. He explained that Investment Logic Mapping was a decision making approach that was based on an investment management perspective rather than a project management perspective. He said it used facilitated, decision-making workshops for key stakeholders that considered strategic, economic, commercial, financial, and management aspects of projects and strategies. Mr Hookham added that the benefit of this approach was that it resulted in outcomes with greater clarity, greater efficiency, lower risk, and meaningful stakeholder involvement.

He suggested that the Nelson Regional Transport Committee consider undertaking an Investment Logic Mapping workshop in 2013.



In response to questions, Mr Hookham said that Investment Logic Mapping was a high level strategic tool to assess whether the assumptions in the Regional Land Transport Strategy were in alignment with the needs of the region. He confirmed that the process was a means to bring all Strategy stakeholders together, including Central Government, which was represented by the New Zealand Transport Agency.

There was some agreement that a workshop would be useful. A minority view was expressed that the process was based on creating efficiency rather than safety. It was also noted that the status of the workshop outcomes needed to be clearly understood at the outset.

It was suggested that participation in the workshop could be extended to all Councillors.

Recommendation to Council

***THAT the full Council be involved in an Investment Logic Mapping workshop at a Regional Transport Committee meeting in 2013.***

Collingwood/Copeland

Carried

Attendance: The meeting adjourned for morning tea from 11.15am to 11.25am.

## **6. New Zealand Transport Agency Update Report**

Document number 1415751, agenda pages 11-51 refer.

Lyndon Hammond (New Zealand Transport Agency), presented the report.

In response to a question, Mr Hammond explained that the assumption that the economy was starting to grow more strongly was based on increasing revenue from road user charges and fees.

### **6.1 South Island Freight Plan Proposal**

In response to a question, the Chairperson said he had recently received an invitation to attend a meeting regarding the South Island Freight Plan Proposal. It was agreed that, as the Chairperson would not be available, Deputy Chairperson Councillor Copeland would attend the meeting as the Nelson Regional Transport Committee representative.

### **6.2 Tahunanui Intersection**

In response to a question about the Tahunanui intersection, Mark Owen (New Zealand Transport Agency) advised that a review of the intersection would be undertaken in 2013.

6.3 Rocks Road Shared Path

Principal Adviser, Transport and Roothing, Andrew James advised that the Council had confirmed the scope for the investigation phase of the Rocks Road Shared Path project on 1 November 2012.

In response to questions, Mr James said that the New Zealand Transport Agency had not yet agreed the scope, and that staff would be meeting with the Agency to discuss this. He confirmed that, in accordance with standard Council procedure, there would be a report back to the Council on the outcomes of that meeting if the scope could not be agreed.

Resolved

***THAT the New Zealand Transport Agency Update Report (1415751) be received.***

Collingwood/Moore

Carried

Attendance: Councillor Davy left the meeting at 11.50am.

**7. Funding Assistance Rate Update**

Lyndon Hammond (New Zealand Transport Agency) gave a presentation (1425689), which updated the Committee on the Funding Assistance Rate review. He outlined the reasons for the review, and the issues with the current funding assistance rates that the review aimed to address.

Attendance: Councillor Shaw left the meeting at 11.58am.

**8. 2013 Meeting Dates**

The Committee confirmed the proposed meeting dates for 2013 as Thursday 7 March, Thursday 2 May, Thursday 20 June, and Thursday 1 August.

Mr Hookham advised that he would be unable to attend the first meeting in 2013 on 7 March, and that accordingly the Investment Logic Mapping session would need to part of the meeting on 2 May 2013. It was suggested that there be a 'warm up' session at the end of February.

There being no further business the meeting ended at 12.05pm

Confirmed as a correct record of proceedings:

\_\_\_\_\_ Chairperson \_\_\_\_\_ Date