



AGENDA

Ordinary meeting of the

Works and Infrastructure Committee

**Thursday 30 January 2014
Commencing at 9.00am
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership:

Councillors Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Luke Acland, Ian Barker, Ruth Copeland, Matt Lawrey (Deputy Chairperson), Gaile Noonan, and Tim Skinner

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Orders:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)
- It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the table for discussion and voting on any of these items.

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A1131598

Page No.

Apologies**1. Interests**

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

2. Confirmation of Order of Business**3. Public Forum****4. Confirmation of Minutes – 28 November 2013 8-14**

Document number A1111685

Recommendation

THAT the minutes of the meeting of the Nelson City Council – Works and Infrastructure Committee, held on 28 November 2013, be confirmed as a true and correct record.

5. Chairperson's Report**TRANSPORT AND ROADING****6. 50 MAX High Productivity Motor Vehicles 15-22**

Document number A1120022

Recommendation

THAT the report 50 MAX High Productivity Motor Vehicles (A1120022) and its attachments (A1120148 and A1120812) be received;

AND THAT Council support the introduction of 50 MAX High Productivity Motor Vehicles and give the New Zealand Transport Agency the authority to process 50 MAX permits for Nelson City Council roads;

AND THAT Council delegates future decisions to approve new routes for High Productivity Motor Vehicle use to the Group Manager Infrastructure, 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.**

7. Parking Changes to Buxton Square

23-27

Document number A697784

Recommendation

THAT the Parking Changes to Buxton Square report (A697784) and its attachments (A848459 and A843234) be received;

EITHER:

AND THAT the landscaping proposal at an additional \$30,000 not be approved;

AND THAT creating three additional carparks in Buxton Square at minimal cost be approved and that the necessary alterations be made to Schedule 5 of Bylaw No 207, Parking and Vehicle Control Bylaw (2011).

OR:

Recommendation to Council

THAT Council approve the additional place making landscape proposal that will affect the existing motorcycle parks in Buxton Square, noting that:

- **An additional \$30,000 will be required to cover this work;**
- **The necessary changes to Schedules 4 and 5 of Bylaw No 207, Parking and Vehicle Control Bylaw (2011) will be made.**

8. Use of Public Car Parking Spaces for Place Making Trial - Follow Up Report

28-37

Document number A1118099

Recommendation

THAT the report Use of Public Car Parking Spaces for Place Making Trial Follow Up Report (A1118099) and attachment (A692911) be received;

AND THAT Council approve a 12 month trial for the two applications received to date for the use of three individual public car parking spaces, outside of the CBD;

AND THAT the current 'Licence To Occupy for Outdoor Dining on Carparks' be used based on \$825 per carpark and a one-off \$1,000 bond;

AND THAT each applicant undertake at their cost and confirm in writing 50% support from surrounding retail/businesses for their initiative;

AND THAT alterations to the Schedules of Bylaw No 207, Parking and Vehicle Control (2011) be approved in order to temporarily discontinue public use of three car parking spaces for the current requests to trial place making under Schedule 8 – Time Limited Parking Areas:

- **P15: Alton Street – Temporarily Discontinue;**
- **P60: Nile Street West – Temporarily Discontinue.**

PUBLIC EXCLUDED BUSINESS

9. 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	<p>Works and Infrastructure Committee Minutes – Public Excluded – 28 November 2013</p> <p>These minutes confirm the minutes of 28 November 2013 and also contain information regarding:</p> <p>Trafalgar Centre – Follow up report.</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"> • Section 7(2)(h) To carry out commercial activities • Section 7(2)(i) To carry out negotiations
2	<p>Washington Valley Property Disposal</p> <p>This report contains information regarding the sale of property.</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"> • Section 7(2)(b) To protect information that may disclose a trade secret or the commercial position of a person • Section 7(2)(h) To carry out commercial activities

10. Re-admittance of the public

Recommendation

THAT the public be re-admitted to the meeting.

Minutes of a meeting of the Works and Infrastructure Committee

**Held in the Council Chamber, Civic House, Trafalgar Street,
Nelson**

On Thursday 28 November 2013, commencing at 9.02am

Present: Councillor E Davy (Chairperson), Her Worship the Mayor R Reese, Councillors L Acland, I Barker, R Copeland, M Lawrey, G Noonan and T Skinner

In Attendance: Councillors P Matheson and M Ward, Group Manager Infrastructure (A Louverdis), Chief Financial Officer (N Harrison), Acting Group Manager Strategy and Environment (N McDonald), Kaihautū/Acting Manager Community Partnerships (G Mullen), Manager Human Resources (S Gully), Manager Communications (A Ricker), Manager Administration (P Langley), Senior Asset Engineer – Utilities (P Ruffell), Senior Asset Engineer – Transport and Roading (R Palmer), Administration Adviser (L Canton), and Youth Councillors C Rumsey and S Stephens

1. Apologies

There were no apologies.

2. Interests

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

3. Confirmation of Order of Business

The Chair noted that an update to page 1 of the report Backflow Prevention Programme (A205968) had been tabled.

4. Chairperson's Report

There was no Chairperson's report.

INFRASTRUCTURE

5. Bata Building Way Forward

Document number A1102263, agenda pages 7-13 refer.

Group Manager Infrastructure, Alec Louverdis presented the report.

Attendance: Councillor Copeland joined the meeting at 9.08am.

In response to questions Mr Louverdis said that demolition was intended for late January-early February 2014 and, if any demolition was to be deferred to a later period or indefinitely, additional maintenance cost would be incurred.

Resolved

THAT the Bata Building Way Forward report (A1102263) and its attachment (A748889) be received.

Lawrey/Barker

Carried

Councillor Davy, seconded by Her Worship the Mayor, moved a recommendation to Council:

THAT Council re-confirms its decision to demolish the Bata building and develop (i.e. pavement seal) the land to car parking;

AND THAT Council notes that this decision does not limit future use of the site for other public works;

AND THAT demolition commences no earlier than late February 2014.

It was suggested that, if it became apparent during the demolition that part of the panels or any part of the artwork could be saved at no additional cost, this should be done through discussions with the contractor at the time, rather than being included in the contract.

The Committee also considered the timing of the demolition, noting that January and February were peak trade times for surrounding businesses.

It was noted that the recommendation retained future options for development while achieving the best cost benefit for Nelson at the current time.

Recommendation to Council

THAT Council re-confirms its decision to demolish the Bata building and develop (i.e. pavement seal) the land to car parking;

AND THAT Council notes that this decision does not limit future use of the site for other public works;

AND THAT demolition commences no earlier than late February 2014.

Davy/Her Worship the Mayor

Carried

UTILITIES

6. Backflow Prevention Programme

Document number A205968, agenda pages 14-22 refer.

Senior Asset Engineer – Utilities, Phil Ruffell, presented the report.

Resolved

THAT the Backflow Prevention Programme report (A205968) and its attachments A236037 and A236172 be received.

Noonan/Acland

Carried

In response to questions, Mr Ruffell explained that the degree of risk to the network varied with each commercial property, and accordingly, higher risk properties would be addressed first.

It was noted that, on balance, cost recovery Option A was the most reasonable option, as the whole community benefitted from the services of many of the larger commercial users.

Recommendation to Council

THAT in line with the Long Term Plan 2012-2022 the proposed commencement be noted of the next stage of the Backflow Prevention Programme for existing commercial and industrial properties;

AND THAT in line with current practice owners of new or altered commercial/industrial activities be required to fit boundary backflow protection at their cost;

AND THAT Funding Option A be adopted (reflecting Council's current practice with all other water network upgrades) with the costs of retrofitting backflow preventers to existing activities recovered from all customers through the normal water charges, with the programme budget in 2013/14 being deferred to 2014/15 to allow for annual plan submissions;

AND THAT the costs of inspection, maintenance and replacement in future years be included in the appropriate Long Term Plan or Annual Plan and be recovered through Operation and Maintenance charges.

Davy/Skinner

Carried

TRANSPORT AND ROADING

7. Use of Public Car Parking Spaces for Placemaking Trial

Document number A692911, agenda pages 23-33 refer.

Group Manager Infrastructure, Alec Louverdis, presented the report. In response to questions, Mr Louverdis advised that the Parking Strategy would be completed for reporting to Council towards the end of the current financial year.

He added that the proposal from the two businesses outside of the CBD was of a more temporary nature than the existing licenses granted inside the CBD. Therefore, he said, if fees were not waived, the charges to the two businesses would be likely to be in the lower range of standard license charges.

Councillor Copeland, seconded by Councillor Lawrey, moved the recommendation in the officer report.

During discussion, it was noted that whilst placemaking had a public good aspect, it also raised issues of unfair commercial advantage. It was also suggested that charging the two businesses an appropriate fee and limiting the trial to 12 months would help to address issues of consistency and unfair commercial advantage.

Concerns were expressed that the spaces should meet urban design standards, and that Council should consider the Parking Strategy before it approved any further placemaking trials.

Her Worship the Mayor, seconded by Councillor Acland, moved an amendment to the fourth clause to reflect that an application fee, a licence fee and a bond would apply.

In response to a question, Mr Louverdis advised that consultation with neighbouring businesses was required, and approval by 50% of those businesses was set as an acceptable limit.

The amendment was put and carried and became the substantive motion:

THAT the report Use of Public Car Parking Spaces for Placemaking Trial (A692911) and its attachments (A852474, A852560, A852734) be received;

AND THAT up to five individual public car parking spaces, outside of the City Centre, be used to trial placemaking;

AND THAT the current 'Licence To Occupy for Outdoor Dining on Carparks' be used for those car park allocations for placemaking;

AND THAT for the period of the trial the 'Licence To Occupy for Outdoor Dining on Carparks' application fee, licence fee and the bond would apply;

AND THAT the occupation of public car parking spaces for placemaking be reviewed by officers following a trial period of 12 months;

AND THAT the following alterations to the Schedules of Bylaw No 207, Parking and Vehicle Control (2011) be approved in order to temporarily discontinue public use of three car parking spaces for the current requests to trial placemaking:

- *Schedule 8 – Time Limited Parking Areas*
 - *P15 – Alton Street – Temporarily Discontinue;*
 - *P60 – Nile Street West – Temporarily Discontinue.*

The motion was put and lost on a show of hands, due to a tied vote.

Attendance: The meeting adjourned for morning tea from 11.00am to 11.13am, during which time Her Worship the Mayor left the meeting.

8. The Brook Area Walking and Cycling Improvements Project – Public Feedback

Document number A941176, agenda pages 34-42 refer.

Senior Asset Engineer – Transport and Roading, Rhys Palmer, presented the report. In response to questions, he explained the

locations of the shared path and the 'share with care' routes in the Brook area.

Mr Palmer gave a PowerPoint presentation (A1114030) showing how the 'share with care' areas proposed for Seymour Avenue, Tasman Street and Westbrook Avenue could appear.

Councillor Lawrey, seconded by Councillor Copeland moved the recommendation in the officer report.

Resolved

THAT the report The Brook Area Walking and Cycling Improvements – Public Feedback (A941176) and its attachments (A580995 and A925591) be received;

AND THAT the proposals shown in Attachment 1 (A580995) be approved for implementation in 2014/15.

Lawrey/Copeland

Carried

9. Exclusion of the Public

Resolved

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	Trafalgar Centre – Follow up report This report contains information relating to the earthquake prone issues of the building and its long-term future.	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason	The withholding of the information is necessary: <ul style="list-style-type: none">• Section 7(2)(h) To carry out commercial activities

		exists under section 7	<ul style="list-style-type: none"> Section 7(2)(i) To carry out negotiations
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Davy/Lawrey

Carried

The meeting went into public excluded session at 11.35am and resumed in public session at 12.37pm.

10. Re-admittance of the Public

Resolved

THAT the public be re-admitted to the meeting.

Davy/Acland

Carried

There being no further business the meeting ended at 12.38pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

50 MAX High Productivity Motor Vehicles

1. Purpose of Report

- 1.1 To advise Council of the proposal to introduce 50 MAX High Productivity Motor Vehicles (HPMV).
- 1.2 To delegate permitting of 50 MAX HPMV to the New Zealand Transport Agency.
- 1.3 To change to delegated authority for future HPMV routes from the Executive Manager Strategy and Planning to the Group Manager Infrastructure.

2. Recommendation

THAT the report 50 MAX High Productivity Motor Vehicles (A1120022) and its attachments (A1120148 and A1120812) be received;

AND THAT Council support the introduction of 50 MAX High Productivity Motor Vehicles and give the New Zealand Transport Agency the authority to process 50 MAX permits for Nelson City Council roads;

AND THAT Council delegates future decisions to approve new routes for High Productivity Motor Vehicle use to the Group Manager Infrastructure, 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.***

3. Background

- 3.1 In 2010 the Vehicle Dimension and Mass Rule was introduced by the Ministry of Transport to allow the freight industry to move freight safely on fewer vehicles, within an appropriately regulated and permitted environment. This gave rise to HPMVs. Within Nelson there has been a good uptake of HPMV permits especially on the State Highway network to service the Port. The HPMV permits apply only to specific routes and are administered by Council.
- 3.2 It was recognised by both the industry and NZTA that there was freight efficiency gains if a vehicle class was developed that had a similar impact on the pavement structure and negotiated corners using the same amount of road space as a standard 44 tonne Class 1 truck. Hence the 50 MAX category was developed. The 50 MAX vehicles require a permit that would apply across a network.
- 3.3 The New Zealand Transport Agency questions and answers on 50 MAX HPMVs is attached (Attachment 1).
- 3.4 At the 21 February 2013 Council meeting a resolution was passed that gave delegated authority to the Executive Manager of Strategy and Planning to allow new HPMV routes. Under the new Council structure this role should now sit with the Group Manager Infrastructure.

4. Discussion

What is 50 MAX?

- 4.1 50 MAX is a pro-forma configuration which will allow operators to put vehicles on the road that can carry up to a maximum total weight of 50 tonnes with a maximum length of 23 metres. The new pro-forma configuration spreads the load over nine axles instead of eight. This means that the vehicle will have no more impact on pavements and structures than any other existing Class 1 vehicle.
- 4.2 As 50 MAX vehicles are outside of the current Class 1 (max 44 tonnes) these vehicles will need to be permitted. The Transport Agency can and would prefer to issue permits centrally. Nelson supports this because it will be far easier for operators to apply to one agency to gain a permit that crosses several Road Controlling Authorities, and it also places no additional workload on to our officers and may in fact slightly reduce the current workload.

What Implications for Our Network?

- 4.3 Officers have undertaken an initial screening of Council's bridge network. This screening has determined there are five bridges that need further analysis as listed in the table below:

Road Name	Bridge name
Maitai Valley Road	Smiths Ford Bridge
Maitai Valley Road	Jickells Bridge
Maitai Valley Road	Gibbs Bridge
Nile Street (East)	Nile Street Bridge
Maori Pa Road	Maori Pa Bridge

- 4.4 The analysis of the bridges listed above can be funded within the existing subsidised transport budget. If the analysis shows that the bridges fail the 50 MAX criteria then as part of the development of the Regional Land Transport Programme and Asset Management Plan a business case will be investigated to determine if upgrades are justified.

- 4.5 The initial screening also showed that there are three bridges that would not be suitable for any HPMV vehicle as listed in the table below:

Road Name	Bridge name	Reason
Nile Street (East)	Cloustons Bridge	Bridge to residential area. No value in assessing capacity as unlikely to have any 50 MAX demand, but needs to be specifically excluded
Trafalgar Street (North)	Trafalgar Street Bridge	Difficult to left turn at traffic signals; high pedestrian area. Needs to be specifically excluded
Collingwood Street	Collingwood Street Bridge	Large vehicles are unable to access the approaches or pass over. Needs to be specifically excluded

- 4.6 The extra length of the 50 MAX vehicles does slightly compromise the turning or tracking ability of these vehicles when compared with the standard configurations of the current Class 1 (max 44 tonnes) Btrain and truck and trailer configurations. The 50 MAX vehicles do however track better than a class 1, 3 or 4 axle semi trailer. The 50 MAX

configuration is also likely to scuff the pavement slightly more as three axle groups are more common.

- 4.7 50 MAX HPMVs, like any other HPMV have to meet a higher standard of vehicle performance. This includes increased resistance to roll over and the inclusion of electronic braking systems.

5. Proposal

- 5.1 The next stage of implementing the 2010 Vehicle Dimension and Mass Rule is to introduce the 50 MAX HPMV initiative. NZTA is seeking support from Road Controlling Authorities to progress this.
- 5.2 Tasman District Council and Marlborough District Council have both signed a memorandum of understanding with NZTA that delegates the permitting responsibility for the 50 MAX HPMVs to NZTA. A map of the 50 MAX HPMV uptake is included as attachment 2 which shows the overall progress of all Road Controlling Authorities as at 19 December 2013.

6. Conclusion

- 6.1 There are freight efficiency gains to be made by allowing 50 MAX HPMV on the Nelson network. The safety, tracking and pavement loading of these vehicles are similar to the current class one 44 tonne vehicles on Council's network. There is also the benefit in having newer, fewer and safer trucks and trailers on the road to undertake the regions freight task.
- 6.2 For operator ease and to minimise local Road Controlling inputs the NZTA recommend that permitting for 50 MAX HPMVs is carried out centrally by NZTA. Officers support this as it will be easier for operators to apply to one agency to gain a permit that crosses several Road Controlling Authorities, and is also places no additional workload on to Council's operations team.
- 6.3 Under the new Council structure the approval of new HPMV routes should now sit with the Group Manager Infrastructure.

Rhys Palmer

Senior Asset Engineer Transport and Roading

Attachments

Attachment 1: NZTA Questions and Answers on 50 MAX HPMV ([A1120148](#))

Attachment 2: NZTA HPMV RCA Status ([A1120812](#))

Supporting information follows

Supporting Information	
1. Fit with Purpose of Local Government	Approving 50 MAX HPMVs on Nelson's roads increases efficiency for transport businesses, while delegating the permitting to NZTA provides a more cost effective means of carrying out operational functions.
2. Fit with Community Outcomes and Council Priorities	Efficiencies gained through HPMV freight movement contribute to a strong economy. The approval of further HPMV 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 HPMV 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 2013/14. The structural assessments required are estimated to cost \$5,000. Funding can be accommodated with the subsidised allocation.
7. Decision-making significance	This not a significant decision in terms of the Council's Significance Policy.
8. Consultation	No consultation other than with selected heavy transport industry representatives.
9. Inclusion of Māori in the decision making process	No consultation with Māori has been undertaken.
10. Delegation register reference	This is a Works and Infrastructure Committee decision.

50 MAX HIGH PRODUCTIVITY MOTOR VEHICLES (50MAX HPMVS) Q & A.

Q. What are 50MAX HPMVs?

A. 50MAX HPMVs are trucks that are slightly longer than standard 44 tonne vehicles and have an additional axle (9 in total) in order to operate at 50 tonnes maximum total weight, hence 50MAX. The modified design means that these trucks can carry more, but they perform on the road in the same way as a standard 44 tonne truck.

Q. Why are we introducing 50MAX HPMVs?

A. The neutral impact on roads will allow greater network access, particularly on the extensive local road network and the more remote state highways where pavement strength is insufficient to allow higher axle loads. Until now the weight restrictions on some bridges and roads has kept bigger trucks off many important freight routes, with freight operators having to dispatch smaller trucks, and more of them, to pick up and deliver freight on the 90,000 kilometres of New Zealand's road network. These routes are important for the country's freight task, however, they are not built to the same carrying strength as the 4,500 kilometres of high volume freight routes that are being upgraded for full HPMVs (which can carry up to 62 tonnes). Introducing 50MAX HPMVs will mean more flexibility for freight operators and greater efficiencies for their fleets, this will in turn translate to reduced costs for freight customers and end consumers

Q. Why do we need to be so specific with vehicle design?

A. To ensure the vehicles can cross almost all bridges on the network and have a neutral pavement wear. Many of the country's older and smaller bridges have shorter spans and spreading the axles allows the truck and trailer to spread the weight being carried over more of the bridge, therefore allowing the heavier vehicles to traverse a greater number of the country's road structures. Because of the costs of upgrading these roads and structures, and the relatively lower volumes of freight moving on them, it would not be in the best economic interests of the country to upgrade them.

Q. Who has been involved in the development of the 50MAX HPMV concept?

A. This has been a joint NZTA and Road Controlling Authority Forum (through their research and guidelines group) project, working together with the MOT and RTF.

Q. What are the implications for road safety?

A. 50MAX HPMVs, like any other HPMV have to meet a higher standard of vehicle performance. This includes increased resistance to roll over and the inclusion of electronic braking systems. There's also the benefit in having newer, not to mention fewer and safer trucks and trailers on the road. The cost to an operator of converting their existing rigs or buying new is relatively low, but the freight efficiency and safety gains for our communities from carrying more freight with fewer trucks are huge.

Q. What are the benefits for New Zealand communities?

A. The movement of more freight on fewer trucks means a reduction of transport costs which flows through to the producers, their communities and the customer. In the short term, operational cost savings would be expected to flow to road transport operators, which would offset the cost of vehicle modifications. Over time competition among transport operators will transfer benefits to the community that produces the goods.

Further information on the economic benefits is available in the Business Case located here:

www.nzta.govt.nz/vehicle/your/hpmv/50max-hpmv.html

Q. When will the first of these vehicles be on the road?

A. There are existing 9 axle vehicles operating at 44 tonnes and at 23m which are ready for permitting at 50MAX once networks are approved for access. Some networks are expected to be available in late 2013.

Q. What current vehicles can perform as a 50MAX HPMV?

A. The NZTA has undertaken analysis of 50MAX pro-forma vehicles and their impact on pavements and bridges. The NZTA also has a report on the 9 axle pro-forma vehicles together with a business case on the economic benefits of introducing 50MAX HPMVs.

These reports are available here: www.nzta.govt.nz/vehicle/your/hpmv/50max-hpmv.html



NZ TRANSPORT AGENCY
WAKA KOTAHI

A1120148

New Zealand Government

ROAD CONTROLLING AUTHORITY (RCA) QUESTIONS:

Q. Will permits be route specific or region wide?

A. Permits will be issued region wide with restricted bridges defined.

Q. How will 50MAX affect bridges?

A. Bridges with spans greater than 25-30m may be subject to restrictions. NZTA will assist RCAs to define which bridges and the appropriate restriction. A guide for assessing bridges is available here:

www.nzta.govt.nz/vehicle/your/hpmv/docs/assessment-of-hpmv-load-limits-for-bridges.pdf

Q. How will 50MAX affect pavements?

A. 50MAX HPMV are designed to have no greater pavement wear than that of the current 44 tonne vehicle fleet.

Q. Will the agency look at 'before and after' effects of putting these trucks on local roads?

A. The NZTA will be carefully monitoring the effect of the introduction of these trucks on bridges and pavements, but initial reports demonstrate that there should not be any additional wear and tear.

Q. Who will issue permits?

A. It is proposed that NZTA will permit on behalf of councils to reduce the work load on permit issuing; however, some Councils may prefer to retain the permitting process themselves.

Q. How long will a permit be valid for?

A. Two years – this is the same as other HPMV permits.

Q. How do Councils assess their bridges?

A. Guidance is available on the 50MAX HPMV web page at www.nzta.govt.nz/vehicle/your/hpmv/50max-hpmv.html for councils to assist with the assessment of bridges; you are also welcome to contact your NZTA regional office

Q. What do councils need to do to open up their network to 50MAX HPMVs?

A. Advise NZTA of their willingness to allow access to their network, advise what their restricted bridges are and provide delegation to the NZTA to permit on their behalf if they wish to reduce permitting workload.

Q. What does a council need to do if they wish to open up a restricted bridge?

A. If a truck operator can present a significant economic or social benefit to the local community by setting up the route, the Rounding Authority should consider the application seriously and involve the NZTA in the approvals process. A solution in terms of strengthening or maintaining road assets may be available in the short or long term. Contact your local NZTA Planning and Investment team to discuss.

INDUSTRY QUESTIONS.

Q. What's the benefit for a freight operator?

A. Although the productivity benefits of the 50MAX HPMV truck are lower than full HPMV, industry should find the access to more routes beneficial, resulting in more efficient trucks on more routes. With a 5 tonne improvement in productivity per trip, 50MAX HPMVs will help those that move the freight and those that own it to save costs and will mean fewer vehicles on the road to carry the same amount of freight

Q. What other vehicles will be considered?

A. Operators continue to be able to submit other vehicle configuration designs for consideration, these will undergo a technical analysis to determine acceptance.

Q. Will a 50MAX HPMV be required to display a yellow 'H' sign like other HPMV?

A. Yes

Q. What if I get a contract for a route that is not currently permitted for Class 1?

A. Special cases that would bring economic benefits to a local community will be considered, and the rounding authority may see fit to do what's needed to make the route useable.

Q. What are the implications for RUC?

A. The NZTA and MOT are reviewing a special RUC rates for operating at 50 tonnes which will be established and are expected to be in place by 1 July 2013.

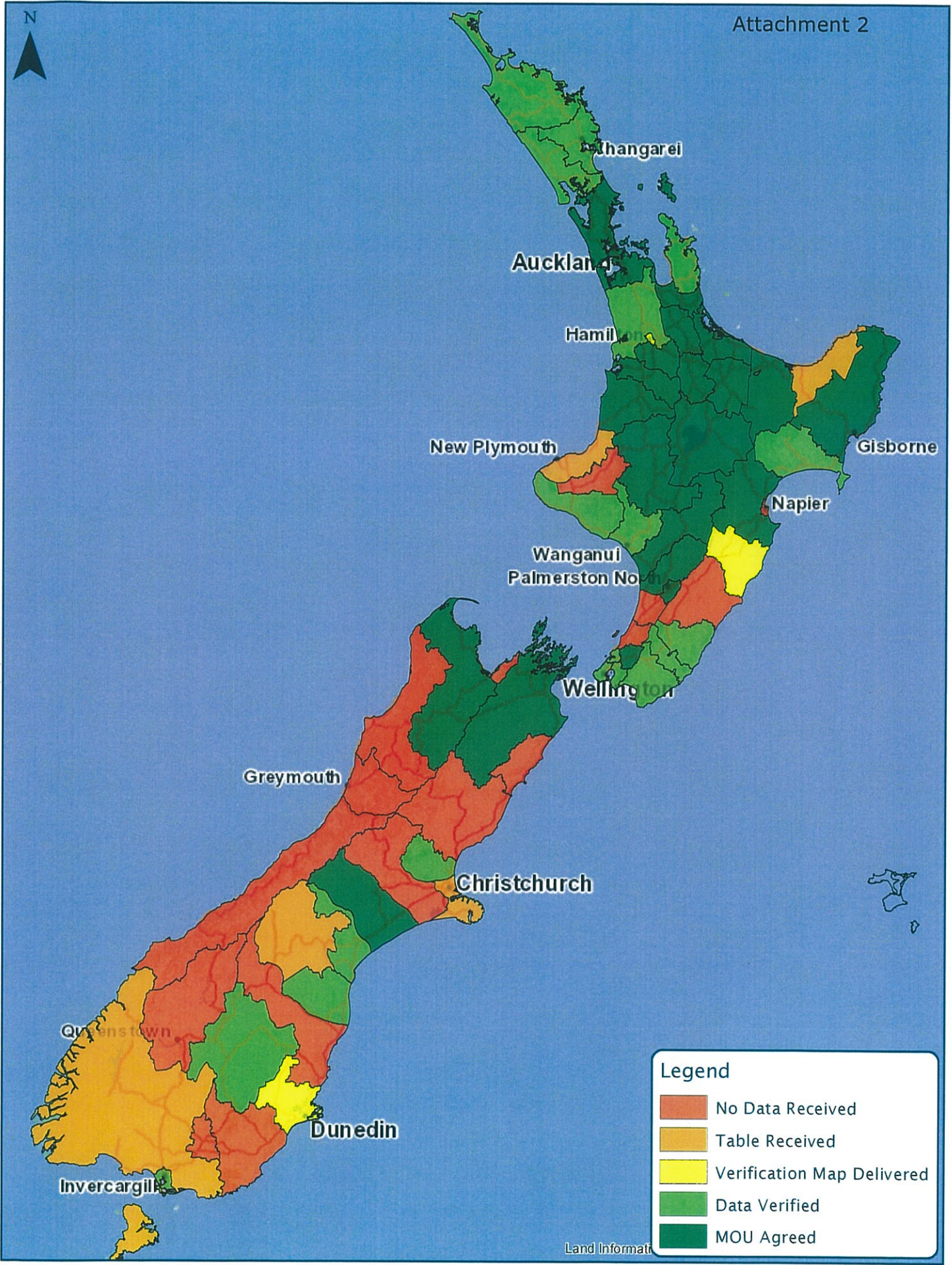


NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

A1120148

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30 January 2014

REPORT A697784

Parking Changes to Buxton Square

1. Purpose of Report

- 1.1 To consider the relocation of motorcycle parking in Buxton Square to allow for place making landscaping outside the Buxton toilets as part of the Buxton toilet upgrade project, and if approved;
- 1.2 To amend the Parking and Vehicle Control Bylaw (2011).

2. Recommendation

THAT the Parking Changes to Buxton Square report (A697784) and its attachments (A848459 and A843234) be received;

EITHER:

AND THAT the landscaping proposal at an additional \$30,000 not be approved;

AND THAT creating three additional carparks in Buxton Square at minimal cost be approved and that the necessary alterations be made to Schedule 5 of Bylaw No 207, Parking and Vehicle Control Bylaw (2011).

OR:

Recommendation to Council

THAT Council approve the additional place making landscape proposal that will affect the existing motorcycle parks in Buxton Square, noting that:

- ***An additional \$30,000 will be required to cover this work;***
- ***The necessary changes to Schedules 4 and 5 of Bylaw No 207, Parking and Vehicle Control Bylaw (2011) will be made.***

3. Background

3.1 Council resolved on 13 November 2013 as follows:

THAT the motorcycle parking issue as it relates to the Buxton toilet upgrade be referred to the upcoming 28 November 2013 Works and Infrastructure Committee for deliberation.

3.2 A report was ready for the 28 November 2013 Works and Infrastructure Committee, but in discussion with the chair the report was pulled to enable further work around additional expenditure to be quantified.

3.3 In July 2013 a public workshop was held in Buxton Square with oversight from David Engwicht (Creative Communities), to draw out ideas from the community on ways to enhance the Buxton toilets. From these ideas a plan was developed to revamp the toilets and landscape the northern frontage of the toilet block to allow the public to enjoy this sunny area. This area is currently occupied by motorcycles.

3.4 The Parking and Traffic Control Bylaw 2011 will need to be amended by resolution, should any changes to the motorcycle requirements be approved, to ensure that the bylaw remains enforceable.

3.5 The landscaping proposal is shown in Attachment 1.

4. Discussion

Current Parking

4.1 Approximately 10m of the northern toilet frontage is set aside for motorcycle parking. There are car parking bays to the east and west of the toilet block (refer to Attachment 2). Recent monitoring shows that:

- Four or five motorcycles use the motorbike park on a regular basis at any one time;
- The car parks immediately adjacent to the toilets are seldom used as the concrete planter walls confine the space for door opening.

Proposal

4.2 The place making proposal will require the relocation of the motorcycle parks to three car park stalls located on the northwest, southwest and northeast corners of the toilet block.

4.3 In order to have no loss of carparking, these three carparks could be relocated to the southeast corner of Buxton Square where there is currently space.

4.4 The additional cost to implement the landscaping proposal and relocate the motorcycle parks is estimated at a further \$30,000.

- 4.5 The original budget approved by Council was \$75,000 and Council agreed in November for officers to take a more hands on approach to complete the project. Officers advised Council on 13 November that likely costs could be as high as \$90,000. Final invoices are yet to be received, but the latest projection could be as high as \$120,000.
- 4.6 Clearly the additional work if approved could bring the total final cost of the revamp of the Buxton toilet place making project to around \$150,000. This will equate to roughly half of the cost of what the original toilet block upgrade was planned to cost.
- 4.7 Council has the option of creating an additional three car parks in the Square even if this landscaping proposal is not approved. This could be implemented at minimal cost (estimated at around \$200).

5. Conclusion

- 5.1 The proposal from advocates of the Buxton toilet place making project is to make amendments to the motorcycle parking in Buxton Square to facilitate additional place making initiatives that will allow for the landscaping of a small pocket park on the north side of the toilet facility.
- 5.2 This will require the relocation of the existing motorcycle parks.
- 5.3 Whilst the motorcycle car parks could be relocated with no net loss of parking in the Square, this will attract an additional cost of around \$30,000 (which is unbudgeted) to a project that has already cost a lot more than expected.
- 5.4 If Council were to progress this proposal then additional funding will be required and changes to the Parking and Vehicles Control bylaw will need to be made.
- 5.5 If this proposal is not approved, Council has the option of increasing the number of car parks in the Square by three at minimal cost.

Alec Louverdis

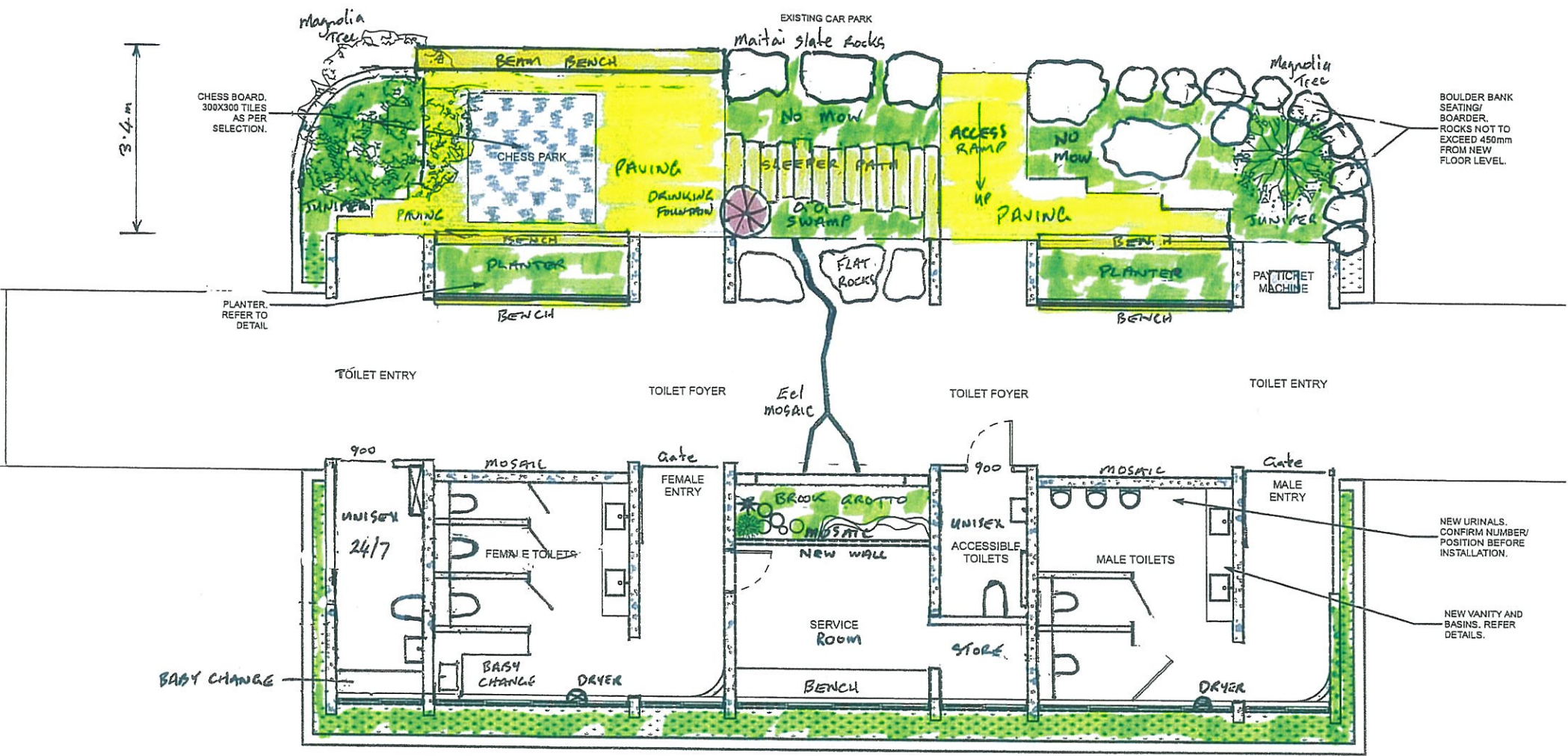
Group Manager Infrastructure

Attachments

Attachment 1: Proposed Revamp [A848459](#)

Attachment 2: Proposed Parking Plan [A843234](#)

No supporting information follows.



FF FIXTURES AND FINISHES PLAN 1:100

PROJECT TITLE	Buxton Square Toilet	DRAWING STATUS	Design	SCALE @ A3	1:100	DATE	23/10/13
CLIENT	Kate Fulton. For Nelson City Council	DRAWING TITLE	FINISHES PLAN	PROJECT NUMBER	#Pln	DRAWING NUMBER	A.102
DESIGNER							



BUXTON CAR PARK

Proposed Parking Plan



PO Box 645 Nelson 7040 New Zealand
PH 03 5460200
www.nelsoncitycouncil.co.nz



Scale 1:500



Date: 23/10/2013

A843234

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30 January 2014

REPORT A1118099

Use of Public Car Parking Spaces for Place Making Trial Follow Up Report

1. Purpose of Report

- 1.1 To consider a trial to use public car parking spaces for place making outside the CBD and if approved;
- 1.2 To amend the Schedules of the Parking and Vehicle Control Bylaw (2011) allowing three public car parking spaces outside the City Centre to be used for this purpose.

2. Recommendation

THAT the report *Use of Public Car Parking Spaces for Place Making Trial Follow Up Report (A1118099)* and attachment (A692911) be received;

AND THAT Council approve a 12 month trial for the two applications received to date for the use of three individual public car parking spaces, outside of the CBD;

AND THAT the current 'Licence To Occupy for Outdoor Dining on Carparks' be used based on \$825 per carpark and a one-off \$1,000 bond;

AND THAT each applicant undertake at their cost and confirm in writing 50% support from surrounding retail/businesses for their initiative;

AND THAT alterations to the Schedules of Bylaw No 207, Parking and Vehicle Control (2011) be approved in order to temporarily discontinue public use of three car parking spaces for the current requests to trial place making under Schedule 8 – Time Limited Parking Areas:

- ***P15: Alton Street – Temporarily Discontinue;***
- ***P60: Nile Street West – Temporarily Discontinue.***

3. Background

- 3.1 Officers presented a report at the 28 November 2013 Works and Infrastructure Committee meeting dealing with this issue. Refer to Attachment 1 for the full report.
- 3.2 No decision was reached at the meeting as the vote was tied when the resolution was put.
- 3.3 The main issue was whether these initiatives offered a commercial advantage to those wishing to trial place making and the Committee was split on this point.
- 3.4 Some Councillors were also of the view that Council should await the outcome of the Parking Strategy before agreeing to anything.
- 3.5 Councillors at the 12 December 2013 Council meeting requested that this come back to the Works and Infrastructure Committee for discussion and consideration. The chair of the Committee agreed to this request.

4. Discussion

- 4.1 There is some merit in waiting for the Parking Study to be completed and reported back to Council before further place making initiatives be approved.
- 4.2 There is also an argument to be made that trialling this place making initiative may add to the vibrancy of the City.
- 4.3 Officers accept that if this were to go ahead that there is an argument to be made that those who are wishing to trial this would enjoy a degree of commercial advantage and that relevant charges should apply.
- 4.4 Officers advise that the applicable rate outside the CBD would be \$825 per parking bay with a one off \$1,000 bond. This would, for the two proposals received to date, equate to:
 - Alton Street fish shop - \$1,650/year and a \$1,000 bond.
 - Nile Street - \$825/year and \$1,000 bond.
- 4.5 The proposed approach as detailed in the previous report still applies – ie a limited 12 month trial outside the CBD and subject to a License to Occupy.

5. Conclusion

- 5.1 Council has recently received requests from two retailers to use the public car parking spaces near their businesses to enhance the public space through place making.
- 5.2 Council has signalled its support for place making by holding community workshops on place making in May 2013 and having already installed a public seating area on a car park in Bridge Street.

- 5.3 In order to allow for the use of public car parking spaces for place making, the Vehicle and Parking Control Bylaw 2011 requires a resolution of Council to temporarily discontinue the car parks.
- 5.4 There was a tied vote at the 28 November 2013 Works and Infrastructure Committee meeting on this subject.
- 5.5 Officers accept the argument that a commercial advantage to those seeking to explore these initiatives does exist.
- 5.6 Council has the option of either declining these initiatives or approving a 12 month trial or awaiting the outcome of the Parking Strategy, which is due to be reported back to Council in July 2014.
- 5.7 Officers recommend proceeding with a 12 month trial on the two applications received to date, subject to the applicable charges.

Alec Louverdis

Group Manager Infrastructure

Attachments

Attachment 1: Previous Report - Use of car parks for place making [A692911](#)

There is no supporting information.

28 November 2013

REPORT A692911

Use of Public Car Parking Spaces for Placemaking Trial

1. Purpose of Report

- 1.1 To approve a trial approach to the use of public car parking spaces for placemaking.
- 1.2 To approve an amendment to the Schedules of the Parking and Vehicle Control Bylaw (2011) so that up to five public car parking spaces, outside the City Centre, can be used to trial placemaking.

2. Recommendation

THAT the report Use of Public Car Parking Spaces for Placemaking Trial (A692911) and its attachments (A852474, A852560, A852734) be received;

AND THAT up to five individual public car parking spaces, outside of the City Centre, be used to trial placemaking;

AND THAT the current 'Licence To Occupy for Outdoor Dining on Carparks' be used for those car park allocations for placemaking;

AND THAT for the period of the trial the 'Licence To Occupy for Outdoor Dining on Carparks' application fee, licence fee and the bond be waived;

AND THAT the occupation of public car parking spaces for placemaking be reviewed by officers following a trial period of 12 months;

AND THAT the following alterations to the Schedules of Bylaw No 207, Parking and Vehicle Control (2011) be approved in order to temporarily discontinue public use of three car parking spaces for the current requests to trial placemaking:

- **Schedule 8 – Time Limited Parking Areas**

- ***P15 - Alton Street - Temporarily Discontinue;***
- ***P60 - Nile Street West - Temporarily Discontinue.***

3. Background

- 3.1 Placemaking is where the public takes action to enhance public spaces for general public use. The main contribution of Council to placemaking is to provide 'permission' for this to happen. The community draws on its own resources to create, construct and maintain the space. Examples of placemaking are included in Attachment 1.
- 3.2 On 4 April 2013 Council resolved to install a temporary, moveable public seating area, taking up one 60 minute metered public car parking space on Bridge Street.
- 3.3 Following several visits to Nelson by placemaking consultant, David Engwicht, in February and May 2013, Council is currently piloting the use of placemaking 'DIY kits' with the community.
- 3.4 These activities have signalled Council's support for placemaking to the community. As a result Council has recently received requests from two retailers to use the public car parking spaces outside their business to enhance the public space by providing a seating area and a bicycle rack.
- 3.5 These two requests are for the use of three individual parking spaces outside of the City Centre but within the city fringe. More details about the requests and their locations are provided in Attachment 2.
- 3.6 The City Centre, also known as the Central Business District, is the area within the central city bounded by Collingwood Street, Halifax Street, Rutherford Street and Selwyn Street.

4. Discussion

Licence Arrangements

- 4.1 A number of businesses in Nelson lease public car parking spaces (and footpath space) for outdoor dining. Through a licence arrangement with Council they have exclusive rights to use that space whilst undertaking a number of responsibilities including; keeping the area clean and tidy, all maintenance in relation to structures, ensuring the area is protected from the road (e.g. bollards and chains) and paying for the removal of the area and reinstatement of car park/road should they or Council wish to end the lease.

- 4.2 Details of the current leases for the 2013/14 year include:

	Number of leases	Range of individual annual charges*	Average charge	Total per year
Parking spaces	15 (Total of 26 car park spaces)	\$1435 - \$8601	\$4137.21	\$62,058.09
Footpath dining	34	\$217 - \$8932	\$1362.37	\$46,320.72
*Calculated on land value, size of space occupied.				\$108,378.81

- 4.3 Due to the moratorium on using City Centre car parks (see 4.5 below) any request to occupy a public car park for outdoor dining or other commercial purpose within the City Centre is currently turned down by Council. The Council receives regular enquires about the use of car parks in the City Centre for commercial purposes.
- 4.4 The two recent requests Council has received to use public car parking spaces for placemaking apply to car parks that are outside of the City Centre, in locations where parking time restrictions apply but parking charges do not.

Moratorium on the Use of City Centre Parking Spaces

- 4.5 Council approved in November 2003 a moratorium on removing public car parking spaces for outdoor dining in the City Centre. This has remained in place, with Council awaiting the outcome of the Parking Strategy before deciding to lift the moratorium.
- 4.6 While the Bridge Street seating area is within the City Centre, this was approved by Council resolution as a trial and executed as a temporary structure on top of the existing car park so that it can be removed and the car park reinstated immediately. Most retailers along the section of Bridge Street where it is sited were in favour of the seating area. The seating area was installed in May 2013 outside Akbabas and was relocated in August 2013 to where it is presently outside the Bridge Street Collective at 111 Bridge Street. It is expected that the trial will run for one year (three to four sites over 12 months).

Council Resolution Required

- 4.7 The Parking and Vehicle Control Bylaw 2011 requires a Council resolution to temporarily discontinue a parking space.
- 4.8 The Schedules of the Bylaw that would require updating to allow the two requests received to date to occupy car parking spaces as outlined in Attachment 2 include:
- Schedule 8: Time Limited Parking Areas.

Changes include:

- o P15 - Alton Street – Temporarily Discontinue;
- o P60 - Nile Street West – Temporarily Discontinue.

- 4.9 The car parking spaces that are proposed to be used on Alton Street are two 15 minute parks that service the adjacent shops. There is no plan to replace these 15 minutes parks elsewhere on the street, as four 60 minute car parks and a 5 minute loading zone remain available adjacent to the shops. Infrastructure officers also advise that there is high demand for parking in Alton Street due to its proximity to the Nelson Marlborough Institute of Technology.
- 4.10 Infrastructure officers advise that there is high demand for parking on Nile Street West due to its proximity to the Rutherford Hotel and the City Centre and the area provides 60 minutes of parking with no charges.
- 4.11 In relation to the trial, any future requests for the use of car parking spaces for placemaking will be reported to Council on a case by case basis for approval, up to a maximum of five spaces in total.

Community Outcomes from Placemaking

- 4.12 Through placemaking Council can encourage members of the public to enhance their own public spaces. This fosters a feeling of ownership, a sense of belonging and creates vibrant places where people want to be and stay. This has a range of flow on effects - people stay longer in the retail space, purchase more and the passive surveillance makes public spaces feel safer. This fits well with the stated vision and objectives in the Heart of Nelson Strategy – see Attachment 3.
- 4.13 Placemaking can occur in a variety of public spaces – not just on public car parking spaces – however, the recent requests to use car parking spaces has meant that officers have considered the possible risks and developed a proposed approach as described below.

Consistency

- 4.14 If Council allows retailers to create a public space on public car parking spaces with no licence, conditions or charges this could be seen by other retailers, who lease a parking space, as unfair. This also raises issues around liability as the space still remains under Council control.
- 4.15 Council needs to determine how it will support people to enhance public spaces while being cognisant of the arrangements for the commercial use of public car parks that are already in place.
- 4.16 A wider strategic approach to the use of public car parks within the City Centre is on hold pending the outcome of the Parking Strategy, due to be completed in the current 2013/14 year. The proposed approach below provides an interim solution while this strategic approach is being developed.

- 4.17 The immediate possible risks of allowing the use of public car parking spaces for placemaking and some suggested mitigation options are identified in the table below.

Risks	Mitigation
City Centre retailers/businesses concerned at loss of more car parks	Allow the use of car parks outside of the City Centre only. This also ensures that Council is complying with the moratorium. To temporarily discontinue the use of a car parking space requires a Council resolution - each request can therefore be assessed on a case by case basis. Only allow for a limited number of spaces to be used as a trial (five spaces).
Neighbouring retailers concerned of affect on their business	Applicant to confirm at their cost that 50% of surrounding retailers/businesses are happy with the car parking space being used.
Other car park lease holders complain	Communicate that this is a limited trial, only five spaces in total available outside of the City Centre as part of the trial and it will be reviewed and interested parties consulted.
Everyone wants one (there is current demand for City Centre spaces for outdoor dining)	Communicate that this is a limited trial, only five spaces available as part of the trial and if favourably reviewed a waiting list will be kept and/or a renewals system established.
Quality of the space	Require a licence agreement with same conditions as other commercial users of public car parking spaces – this includes a drawing/plan to be signed off by the Infrastructure Group.
Maintenance of the space	Require a licence agreement with same conditions as other commercial users of public car parking spaces.

Proposed Approach

- 4.18 To allow for public car parking spaces to be used for placemaking it is proposed that a limited trial be carried out, with up to five spaces being made available for a 12 month period. The trial would help identify other potential issues that might arise and would provide Council with the opportunity to see how the licence arrangement works and review the approach.
- 4.19 Due to the moratorium on City Centre car parks the trial would only apply to areas outside of the City Centre.
- 4.20 To overcome the issues of liability and fairness applicants would be required to have a licence with the Council, just as retailers who lease car parking spaces for commercial purposes are required to, but the proposed approach is to waive the licence fees during the trial period, as the space will be available for public use and not just for the retailer's exclusive use.

- 4.21 Council needs to consider if it would require a bond as is currently required under normal licence arrangements. A bond could reduce the risk to Council of incurring costs in the event that Council needed to remedy the space, however a bond may be a barrier to interested people when Council is looking to encourage more active involvement and ownership of the public space. It is therefore proposed that for the trial period the bond be waived.

5. Conclusion

- 5.1 Council has recently received requests from two retailers to use the public car parking spaces near their businesses to enhance the public space through placemaking.
- 5.2 Council has signalled its support for placemaking through installing a public seating area on a car park in Bridge Street and holding community workshops on placemaking in May 2013.
- 5.3 In order to allow for the use of public car parking spaces for placemaking the Vehicle and Parking Control Bylaw 2011 requires a resolution of Council to temporarily discontinue the car parks.
- 5.4 Other issues in relation to the commercial use of car parks by retailers and businesses means that Council needs to have a fair and transparent approach for the use of car parking spaces for placemaking.
- 5.5 It is proposed that a trial period be used to test how the placemaking approach works. This would include up to five parking spaces being made available for public placemaking and it is recommended that; a licence agreement would be required but the fees and bond would be waived during the trial period; the placemaking trial would be reviewed by officers after 12 months.

Sarah Yarrow
Policy Adviser

Attachments

- Attachment 1: Placemaking Examples [A852474](#)
- Attachment 2: Requests to Create Public Spaces Using Car Parking Spaces [A852560](#)
- Attachment 3: Objectives Relevant to Placemaking from the Heart of Nelson City Centre Strategy [A852734](#)

Supporting information follows.

Supporting Information

1. Fit with Purpose of Local Government

Public placemaking involves the public directly in decision making and action for their local environment and provides local infrastructure that meets the community's needs.

2. Fit with Community Outcomes and Council Priorities

Public placemaking supports the community outcomes of: people friendly places; a strong economy; kind, healthy people; a fun creative culture; and good leadership. Public placemaking supports Council priorities of a leading lifestyle; a rich, diverse community; the Nelson edge; and a creative city.

3. Fit with Strategic Documents

Supports the objectives of the Heart of Nelson City Centre Strategy and the vision and goals of Nelson 2060.

4. Sustainability

Supports the Nelson 2060 vision of an inclusive leadership style that supports our unique approach to living and that is boldly creative.

Supports the Nelson 2060 goals of supporting and encouraging leaders (goal 1), people being involved in decisions (goal 2), an economy that is vibrant and sustainable (goal 7) and people meeting their own essential needs (goal 9). By sourcing and using local materials and labour this meets the sustainability principles of reducing what we take from the earth (principle 1) and providing for people to meet their own needs (principle 4). It supports the 'how we get there' elements of Nelson 2060 including building community knowledge and skills and working together in partnership.

5. Consistency with other Council policies

Consistent with the objectives of the Social Wellbeing Policy. Not inconsistent with other Council policies.

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

No financial impact.

7. Decision-making significance

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

8. Consultation

Uniquely Nelson consulted on the approach.

9. Inclusion of Māori in the decision making process

Maori not involved in the decision making process.

10. Delegation register reference

This is a decision of Council.