

MARLBOROUGH
DISTRICT COUNCIL

WAIRAU PLAINS SECTION

DISTRICT SCHEME

200 ORDINANCE III - USE ZONING201 Method of Presentation

This Ordinance specifies the types of zones within the district, the permitted and conditional uses of land and buildings within each zone, the conditions which can be specified to apply to certain permitted users of land, and the bulk and location requirements in respect of buildings for certain uses, and the subdivisional standards within each zone.

202 Zone Titles and Notations

The zones constituted for the purposes of the scheme are shown on the district planning map by the notations listed in the key.

203 Control of Uses within Zones :1. Uses Authorised

Any land or any building thereon may be used for any use at that time permitted for the site under the Act or the use thereof may be changed to any use at that time permitted under this Code for that site, but in neither case for or to any other use. Every authorised use shall be subject to every ordinance that is applicable thereto.

2. Uses not Expressly Mentioned

Any use not expressly mentioned in the District Scheme that falls naturally within a general class of uses authorised in respect of any zone shall be deemed to be included in that class as if it had been expressly authorised.

3. Public Utilities in Relation to Zoning

Every public utility that is not provided for in Section 64 of the Act shall be deemed to be a conditional use in every zone.

250 RURAL A ZONE251 Permitted Uses1. Farming

2. Horticulture, market gardening, cropping, racing stables and horse studs.

3. Vineyards and wineries provided that the winery is erected on the land containing the vineyard and is ancillary to that use.

4. Commercial forestry of land use capability Class (v), (vi) and (vii) and protection and amenity forestry including farm shelter.

5. Stalls provided that :

(a) The stall does not have access to a major arterial road, i.e. State Highway or Rapaura Road.

(b) Access to the stall shall be via the main access to the property provided that road traffic is clearly visible for a distance of not less than 100 metres in both directions from that access.

- (c) Where access is off a sealed road the entrance to the property shall be sealed from the existing road seal to the property boundary.
 - (d) On any one site the total area of both building and land devoted to public display of produce for sale shall not exceed 50 square metres.
 - (e) A parking area to accommodate at least 6 vehicles shall be provided.
 - (f) That only one stall shall be operated on any one site.
 - (g) That only produce grown or crafted on the property may be sold from that property.
6. Private Recreation grounds and maraes, as under:
- (a) The Omaka Marae at Aerodrome Road.
 - (b) The Marlborough Stock Car Club at Fox's Island.
 - (c) Wairau Pa (D.P. 1703, Pt Sec 23, Blk XII, Cloudy Bay S.D.)
 - (d) Ngatirarua Marae (Section 20, Block XII, Cloudy Bay S.D.)
 - (e) Ngatirarua Recreation Ground (Section 1A, Wairau M.B.)
7. Public parks and reserves including buildings in accordance with approved Reserve Management Plans.
8. Dwellinghouse, provided that :
- (a) A separate certificate of title was issued prior to the 25th day of June 1982.
 - (b) The site has proper and adequate physical and legal access.
 - (c) Effluent can be satisfactorily disposed of within the property.
 - (d) An adequate domestic water supply is available.
9. Dwellinghouse to replace an existing Dwellinghouse provided that:
- (a) The dwellinghouse to be replaced shall have been last occupied as such not more than two years prior to application having been made for a building permit for a new dwellinghouse.
 - (b) The replaced dwellinghouse shall not be used for residential purposes after the new dwellinghouse has been occupied.
10. Dwellinghouse on an allotment created by a subdivision approved by Council under Section 279 of the Local Government Act 1974.
11. Dwellinghouse for the relatives of the landowner provided that
- (a) The Dwellinghouse is constructed in such a manner that it can be readily relocated.
 - (b) Compliance with such conditions as maybe imposed under Section 642 of the Local Government Act 1974.
12. Buildings, including dwellinghouses and seasonal worker accommodation accessory to the use of the land, or buildings for any existing use or use permitted as of right in the zone, or uses approved following consideration of notified applications.
13. Cottage craft industries, and home occupations providing that such uses do not necessitate the subdivision of land and are of a scale in keeping with Residential use.
14. Public Utilities permitted as of right under Section 64 of the Act.

252 Conditional Uses

In considering conditional uses Council shall take into account the following :

- (a) The nature of the soil type at the site.
 - (b) Effluent and waste product disposal.
 - (c) Traffic flow and proximity to major arterial roads.
 - (d) Extension of services.
 - (e) Whether the use is likely to undermine Council's general policy of preserving the productive potential of high quality land.
1. Farming, horticulture, market gardening and vineyards requiring the subdivision of land creating sites less than 8 hectares in area.
 2. Rural industries including factory farming.
 3. Camping grounds and caravan parks.
 4. Licenced hotels and motels except those with access to State Highway 1 or 6.
 5. Residential Institutions, Educational Establishments, training facilities and community buildings.
 6. Medical Rooms and Veterinary hospitals.
 7. Churches and places of worship.
 8. Stalls that :
 - (a) Wish to offer a continuity of supply of produce which is limited and secondary to the sale of produce normally grown on the property except for stalls with access to State Highways 1 or 6.
 - (b) Wish to provide an outlet for produce grown elsewhere in the district except for stalls with access to State Highways 1 or 6.
 - (c) Wish to have direct access to a State Highway or Rapaura Road provided that if they have access to State Highways 1 or 6 such stalls comply with the following requirements:
 - (i) Size of both building and land devoted to public display of goods for sale shall not exceed 50 square metres in total.
 - (ii) Set back of the building to be not less than 30 metres.
 - (iii) Set back of the car park to be not less than 15 metres.
 - (iv) A single entrance 6 metres wide at the property boundary with the boundary fenced or planted to separate the property from the road.
 - (v) Access layout to be to the standard shown in Wairau Plains Section - Appendix III.
 - (vi) The goods sold shall be limited to those grown or crafted on the site in respect of at least 75% of the total goods sold from the stall per annum.
 - (vii) One double-sides sign of up to 2 square metres area with minimum letter size of 200mm and with at least 50mm between words, specifying (by way of guidelines) the name of the staff or operator, the type of goods or produce sold and whether the

- stall be open or closed. The sign design shall be submitted to Council as part of the conditional use application.
- (viii) The sight distance from the entrance to the site shall be at least 200m in each direction.
- (d) Do not comply with the requirements for permitted uses except where they have access to State Highways 1 or 6.
9. Country Stores, service stations except where such uses have access to State Highways 1 or 6.
10. Depots, ~~commercial~~ garages and other undertakings associated with:
- (a) Public services
- (b) Servicing of Rural activities.
11. Packing sheds, cool store and cold store facilities required to service horticultural development within the zone.
12. Public utilities not permitted as of right.

253 Bulk and Location Requirements

Yards and height requirements for the zone shall be:-

	F.	S.	R.	H.
Dwellingshouses and accessory buildings)	5m	1m	1m	4m
	5m	5m	5m	8m
Seasonal Worker Accommm.	5m	3m	3m	4m
Stalls	5m	1m	1m	4m
Farm Accessory Buildings and buildings for permitted uses	5m	5m	5m	8m
Seasonal Worker Accommodation & Stalls on sites adjoining land zoned residential	30m	30m	30m	4m
Farm accessory buildings on sites adjoining land zoned residential whether in this or any other operative district scheme	30m	30m	30m	8m

F = Front. S = Side. R. = Rear. H = Height. M = Metres

Note:

1. The yard distances may be varied within the limits set in the above schedule in proportion to the building height.
2. Where works are proposed within or in proximity to a water course, attention is drawn to Clause S.605 of the Scheme Statement.

Coverage

Sites up to 4000 square metres the site coverage shall not exceed 35%.

254 Vehicle Parking and Access

It is not considered necessary to control vehicle parking and access to properties for permitted uses except for the following two cases:

- (a) Stalls - provision for at least 6 off-street vehicle parking spaces.
- (b) Wineries - provision for at least 6 off-street vehicle parking spaces.
- (c) No access to a stall or winery shall be sited closer than 50 metres to a major arterial road.

255 Subdivision1. General

No subdivision shall be permitted where one or more of the following situations apply:

- (a) If the use to which the proposed site is to be put is not a use permitted as of right or has not been previously approved by Council.
- (b) If the site is unsuitable for the proposed use.
- (c) If the site is not self supporting for domestic water and sewerage disposal.
- (d) Where the subdivision would result in or contribute to ribbon development along a major highway.
- (e) Where the subdivision would create additional residential sites.

In the case of all subdivisions Council will take into account the above matters and such matters as specified in Section 274 of the Local Government Act 1974, and those matters set out in Sub-Clause 2 below as are applicable.

2. Adjustment to Boundaries




The Council will consider and approve subdivisions in the nature of boundary alterations where no additional site is created, even though the altered sites may be less than 8 hectares in area, provided Council considers such alteration appropriate.

3. Standards

- (a) Sites shall be a minimum of 8 hectares in area.
- (b) In the case of a subdivision below 8 hectares for conditional uses, Council will take into account the following matters:
 - i) Whether the proposed subdivision will in the immediate future and in the longer term increase the productive output of the land.
 - ii) Whether the land is likely to be used primarily for Residential purposes or be under utilised in terms of its productive potential.
 - iii) Whether the subdivision is likely to create a demand for services which cannot be economically justified or which could be difficult to provide.
 - iv) Whether the subdivision is likely to undermine Council's general policy of preserving the productive potential of high quality land.

4. Notwithstanding the foregoing, allotments for public utilities will be of a size appropriate to the use and no minimum area will apply.

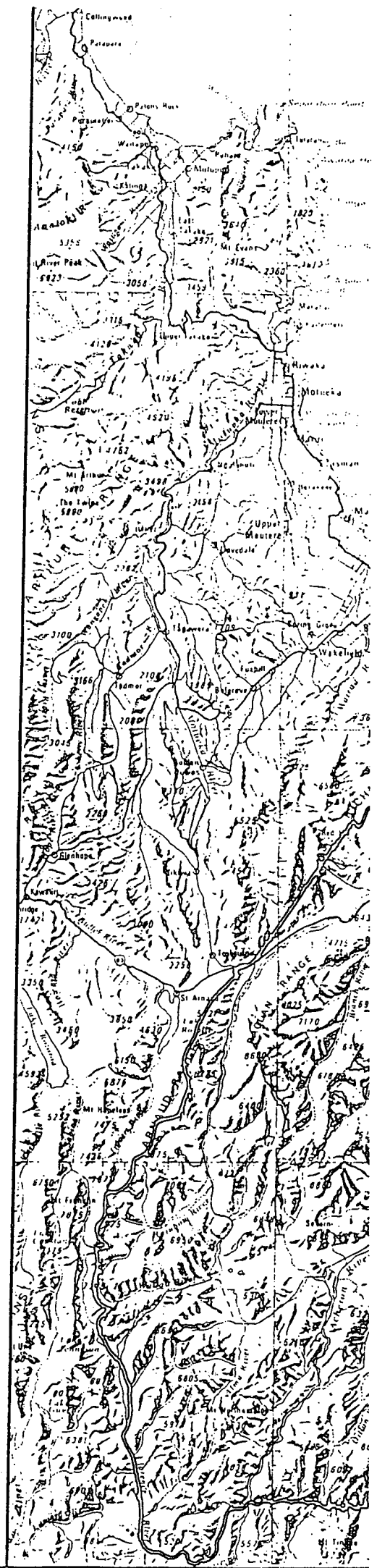
LEGEND

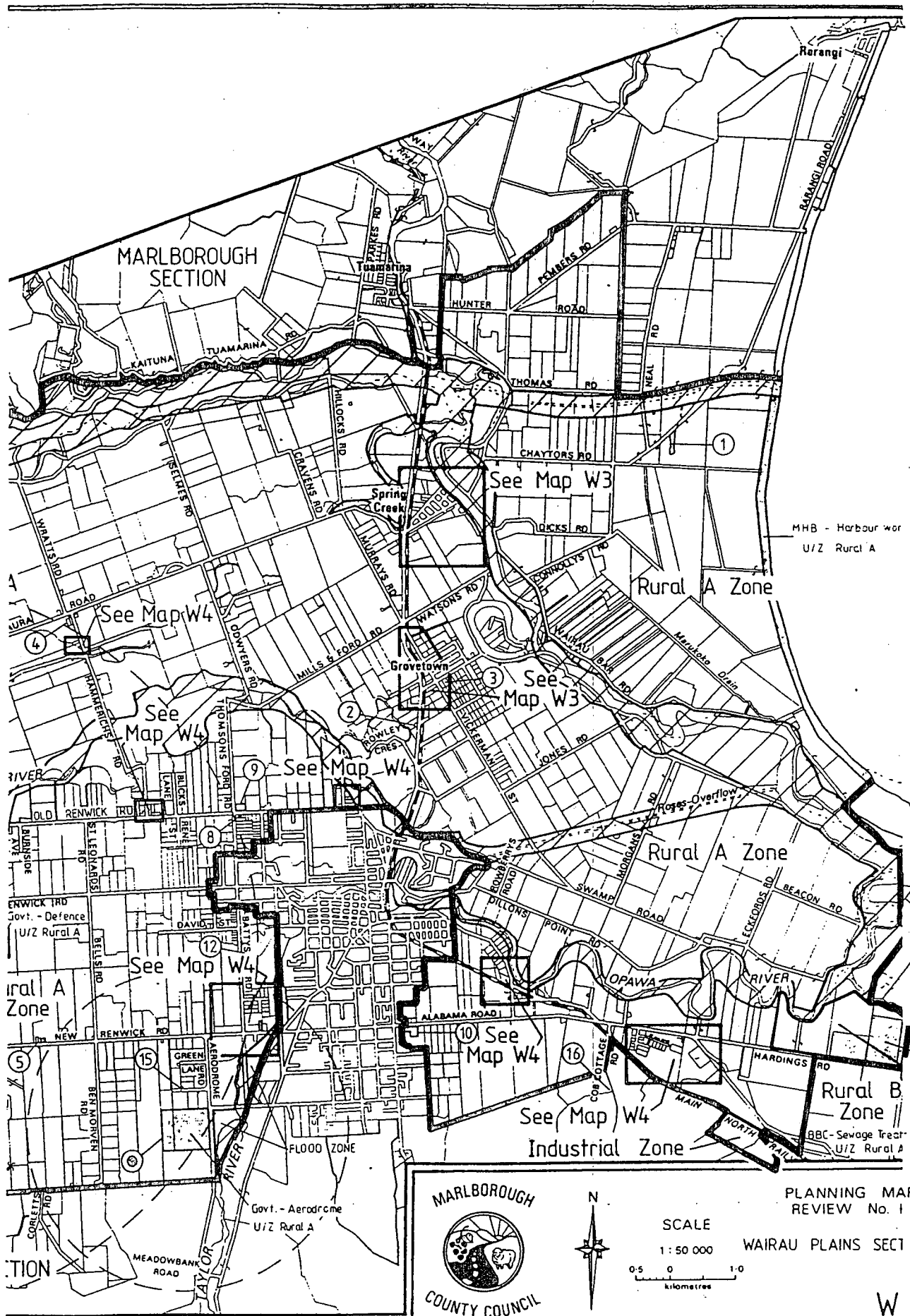
Zone Boundary	.....
Borough Boundary	.....
Designated Land	.....
Zone Underlying Designation	.....	U/Z
Marlborough County Council	.....	MCC
Blenheim Borough Council	.....	BBC
Marlborough Catchment Board	.....	MCB
Marlborough Harbour Board	.....	MHB
Marlborough Electric Power Board	.....	MEPB
Rail Corporation	.....	RC
Government	.....	Govt

Refer to Appendix I of the District Scheme for details of Designations incorporating areas too small to be shown on the map



Refer to Appendix II for details

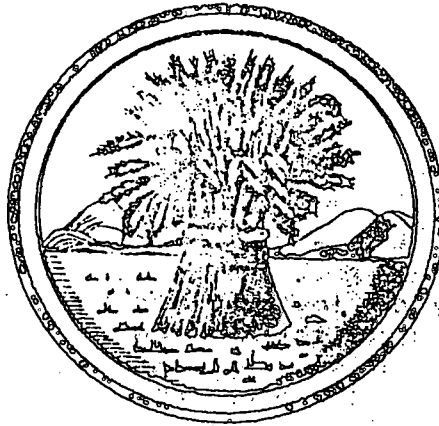




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COUNTY OF MARLBOROUGH

AWATERE DIVISION DISTRICT SCHEME

REVIEW No. 1

Rural Zone

Uses Permitted as of Right

1. Farming of any kind.
2. Protection and amenity forestry, including farm shelter belts.
3. Commercial Forestry: provided that commercial forestry shall not be a permitted use :-
 - (a) On land within 20 metres of any formed public road, except with the consent of Council.
 - (b) On land within 20 metres of an adjoining property boundary except with the consent in writing of the adjoining owner or occupier, such consent to be deposited with Council before any planting occurs.
 - (c) On land of land use capability Class I, II, III, IV or VIII.
4. Solar production of salt at Lake Grassmere, subject to :-

The operation of the solar ponds, and the construction of new ponds, being carried out in such a way as to not cause flooding to any neighbouring property.
5. Dwellinghouses, including additional dwellinghouses provided that:-
 - (a) The site has proper and adequate physical and legal access.
 - (b) Effluent can be satisfactorily disposed of within the property.
 - (c) An adequate domestic water supply is available.
6. Buildings accessory to the use of buildings or land for any of the foregoing uses.
7. Gravel extraction using mobile plant.
8. Lime quarrying including associated buildings and plant subject to the access to any quarry being approved by Council.
9. Stalls for the sale of farm, garden, apiary, vineyard or horticultural products.
10. Reserves, including those provided for under the Reserves Act 1977.
11. Public utilities permitted as of right under Section 64 of the Act.

Conditional Uses

1. Industries not provided for as a predominant use.
2. Educational establishments, residential institutions, medical rooms, hospitals and veterinary hospitals, nursing homes, convalescent homes, charitable and philanthropic institutions, and boardinghouses and hostels used in connection with those uses.
3. Hotels, motels, cabins, boardinghouses, tourist and fishing lodges, guesthouses, camping grounds, restaurants, halls, museums and generally buildings and land for, or connected with, indoor and outdoor recreation.
4. Racecourses and showgrounds.
5. Cemeteries and crematoria.
6. Country stores, petrol service stations and commercial garages.
7. Depots for activities engaged in the construction and maintenance of structures, quarrying, excavation, or cartage. Such depots may also include offices and workers' accommodation, and the storage and maintenance of vehicles.
8. Churches and places of public and private worship.
9. Public car parks.
10. Public utilities not permitted as of right.

Bulk, Height and Location Requirements

Predominant Uses

A maximum site coverage of 25% is permitted.

The maximum height of any building shall be 8 metres, excepting that, farm accessory buildings may be up to 10 metres in height.

Residential buildings shall be set back at least 8 metres from a road boundary, and at least 5 metres from other boundaries.

Farm accessory buildings including carports and car garages, shall be set back at least 5 metres from a road boundary and at least 1 metre from other boundaries. In all cases eaves may encroach on to the set back by not more than 0.6 metres.

Conditional Uses

For conditional uses Council will consider the merits of each proposal and set bulk, height and location requirements appropriate to the particular use.

Subdivision

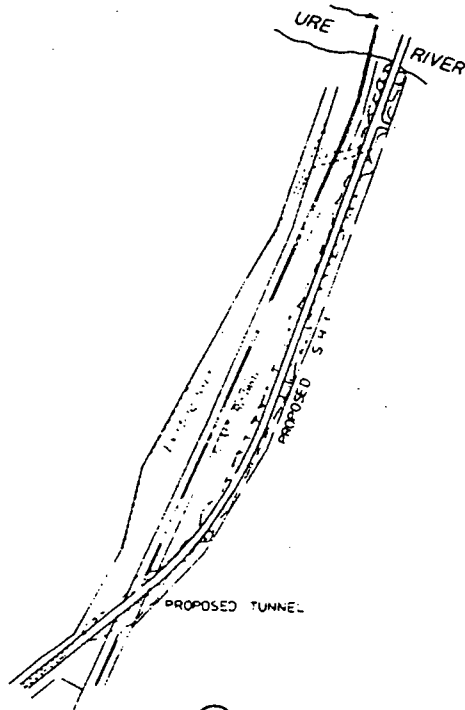
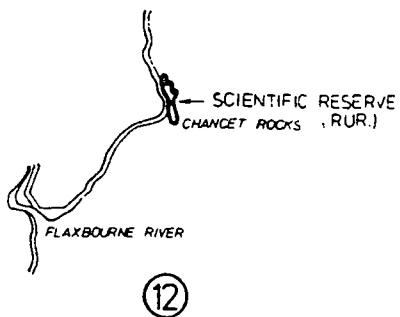
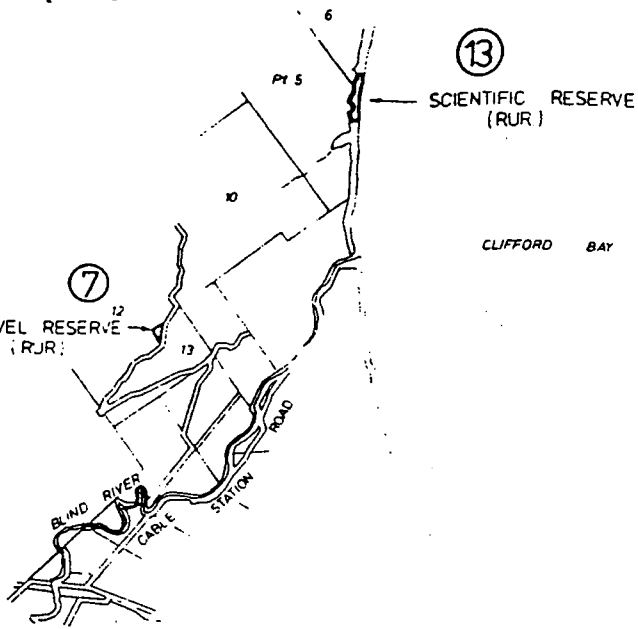
Each proposal for subdivision will be considered on its merits and Council may, where it thinks appropriate to do so, permit land to be subdivided for the residential purposes of persons wishing to live permanently on the new lot or in cases where the permanent residential use of any new lot is to be combined with other uses including agriculture, forestry, handcraft, business or professional uses.

Council will permit the subdivision of land for industrial purposes, where an industry has received Council's consent to establish in the rural zone.

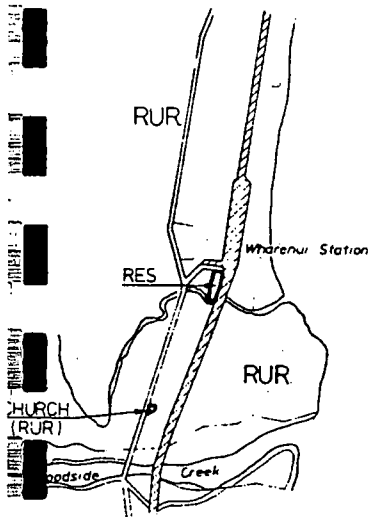
There are no standards for subdivision, as each proposal will be considered on its merits having regard to Council's planning policy for the rural zone.

Notwithstanding the above, no subdivision shall be permitted in any part of the rural zone where one or more of the following matters applies:

- (i) If the site is unsuitable for the proposed use.
- (ii) If domestic water is not available and sewerage disposal is not adequate for the site.
- (iii) Where the subdivision would result in or contribute to ribbon development along a major highway.



PROPOSED WAIMA RAILWAY OVERPASS
1:10,000



WHARENUI
1:25,000

REVIEW N° 1. — Operative Date: — 20th May 1983

MARLBOROUGH COUNTY COUNCIL
AWATERE DIVISION DISTRICT SCHEME
PLANNING MAP

LEGEND

ZONES

RURAL

RUR

RESIDENTIAL

RES

COMMERCIAL

COMM

DESIGNATIONS

RESERVE UNDERLYING ZONE

eg

SCENIC RESERVE (RUR)

COMMUNITY USE UNDERLYING ZONE

eg

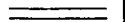
CHURCH (RES)

RAILWAY (UNDERLYING ZONE RURAL)

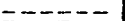
RAILWAY (UNDERLYING ZONE COMMERCIAL)



EXISTING ROAD



PROPOSED ROAD



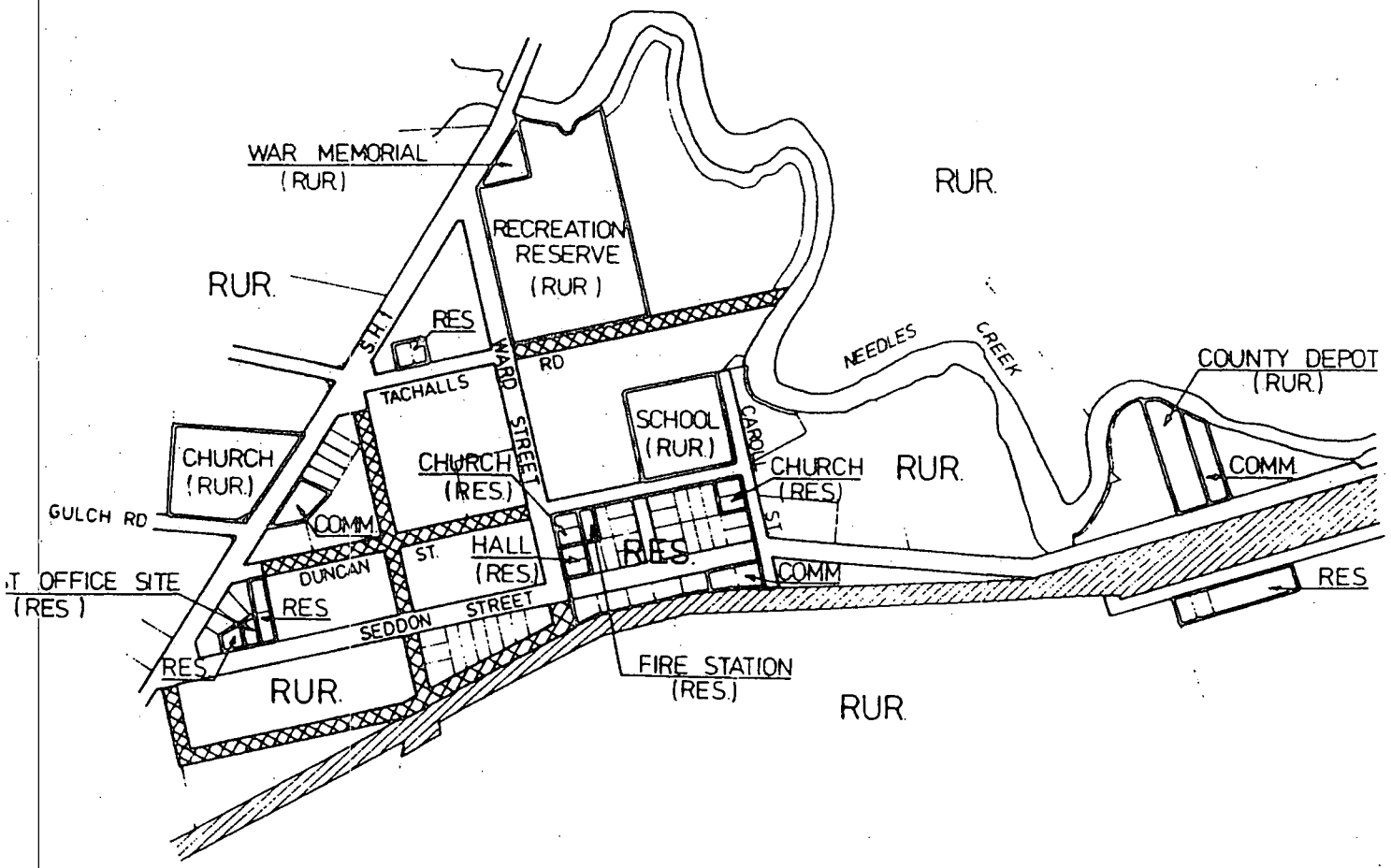
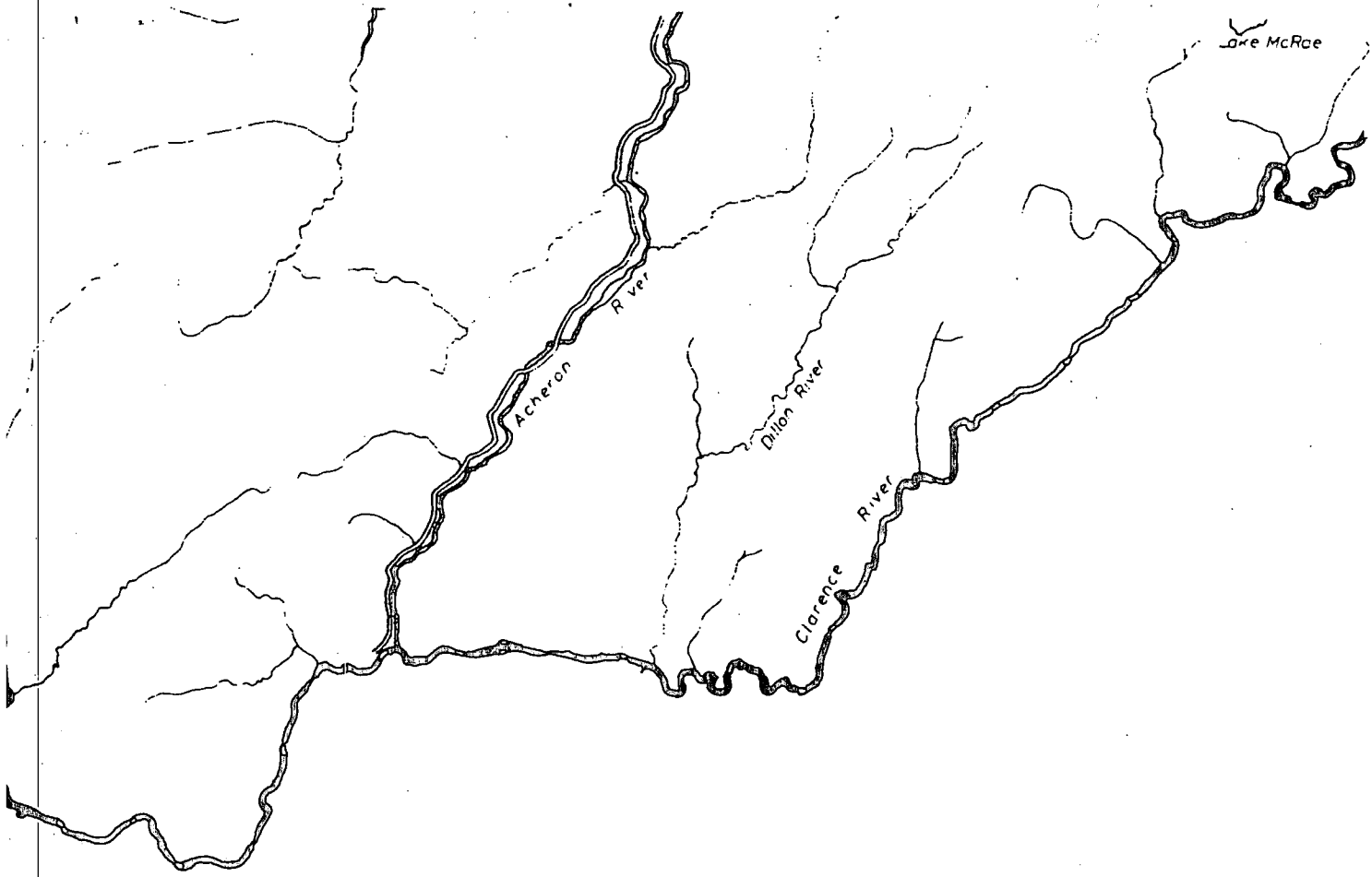
ROAD TO BE CLOSED



APPROVED PLANNING APPLICATION

e.g.

19



WARD
1:10,000

PICTON BOROUGH DISTRICT SCHEME

REVIEW No. 1

(Operative 17 July 1989)

	Page	Section	Topic	
<u>Scheme Statement</u>	14-15		2.1 (iii)(j)	Marina Zone
	27-32		2.5	Primary Production
		2.6	Commerce	
		2.7	Industry	
	51-54		2.14	Transport
<u>Ordinances</u>	91	3.10	Marina zone	

Maps

The limited tidal range in Picton Harbour and Waikawa Bay, plus the generally moderate to steep shoreline profile (much of it artificial) mean this scheme will have little effect in the coastal marine area.

(f) Travellers Accommodation

This zone provides mainly for motels, tourist flats and holiday flats as well as other casual accommodation and licensed premises.

This zone facilitates the consolidation of such uses in a central location for the benefit of visitors and minimising the impact of such uses on residential areas

(g) Commercial

These zones include land in Picton township north of Broadway, enclosed by Auckland and Wellington Streets, and extending to the launch wharves, and land at Waikawa. They have the following purposes:

- (i) To centralise or consolidate commercial and community uses for convenience and efficiency.
- (ii) To create a focal point for community identity and activities.
- (iii) To facilitate the establishment of pedestrian oriented commercial uses and provide for consideration of most other uses.
- (iv) To provide for tourism related facilities and boat servicing.
- (v) In the Waikawa Commercial Zone, uses which are not related to the marina or will not provide mainly for the Waikawa community or would use a disproportionate portion of the zoned area will not be approved.

(h) Industrial A

This zone includes land adjacent to the commercial zone in Picton township and has the following purposes:

- (i) To provide for light industrial and servicing uses well segregated from residential areas with direct access to main transport routes.
- (ii) To provide for uses unsuitable in other zones.

(i) Industrial B

This zone includes land close to the main wharves and has the following purpose:

- (i) To provide for industries which because of their relationship with the Port, heavy nature or degree of noxiousness should be separated from other uses.

(j) Marina

These zones, which are situated at the head of Picton

Harbour and Waikawa Bay, include land above the mean high water mark which has been reclaimed by the Marlborough Harbour Board and developed as Marinas. These Marinas are very important areas of Picton generating a high level of activity especially in the warmer months of the year. It accommodates uses which are ancillary to the mooring of small pleasure boats. Because of the limited area, permitted uses are confined to those that need to be there by virtue of their relationship with the Marina activity or environment.

The activities within Marinas require many services and facilities which must be co-ordinated with other such services in the Borough. The location on the shoreline requires careful consideration of visual impact, environmental quality and public access. For these reasons Council requires a Concept Plan to be maintained for each Marina and all proposals will be considered in terms of these Plans which will be updated from time to time by Council resolution. The provisions for the Foreshore Amenities Area also apply to Marina Zones.

(iv) SPECIAL AREAS

In addition to the Zones, Special Areas will be observed and where practical indicated on the Planning Maps. In general these areas are such that special restrictions are seen to be necessary. They are as follows:

(a) Public Works and Reserves

These are given a "designation" under the Scheme to enable them to be established and operated without normal restrictions applying under the District Scheme.

(b) Scenic Vistas and Routes

Those vistas considered to be important will be indicated and any works or structures which may detract from them will be restricted (e.g. High St view north).

(c) Foreshore Amenities Area

This area, close to the foreshore, contains features which contribute to the historical, recreational and aesthetic character of Picton. Council will protect and enhance those features by requiring all development within the foreshore amenities area to be subject to a non-notified application to Council. The objectives and policies are set out in Appendix 14.

(d) Objects and Places of Special Interest

Objects, places and areas which have been identified as being of particular importance or significance to the natural or historical heritage of the Borough will be

2.5 PRIMARY PRODUCTION

(i) BACKGROUND

(a) Forestry

Picton serves as the export port for the Marlborough regions extensive forest resource. At present there is about 252,000ha of forest in the region. This comprises:-

- 213,000ha of indigenous forest of which 170,000ha (84%) is State Forest with the remainder under Department of Conservation control.
- 39,000ha of exotic forest, controlled by:- the State 16,000ha, small private growers 13,000ha, major companies 7,000ha and local authorities 3,000ha.

Currently about 3,000ha of new forest is planted each year in the region. It is anticipated that the area of exotic forest will reach between 60 to 70 thousand ha by the turn of the century. The main products of exotic forests are sawn timber and chipwood for export. Production forecasts for these suggests that future output will exceed the present capacity of Picton's port facilities. This has led the Marlborough Harbour Board to propose an alternative deep water export port in Shakespeare Bay.

(b) Farming

Farming is an important component of the Marlborough region's economy. An area of 1.1 million hectares is farmed comprising 1,300 holdings (approximate figures), and 57% of farmers derive their income from sheep meat and wool production. However, in recent years, there has been movement away from traditional pastoral farming. Horticulture, in particular, has expanded rapidly with increases in the area of grapes, stone fruit, pip fruit and vegetables.

Farming affects the Borough in a number of ways. Most significantly it provides employment, both directly on the land and indirectly in the food processing, farm servicing and transport sectors. For example, the Waitaki freezing works south of Blenheim, which replaced the Picton works, employs many Picton residents.

(c) Fishing

Fishing and fish processing has a long tradition in Picton. In 1981, 46 people or 4% of the towns full-time workforce were employed in the fishing industry (census of Fishing). A total of 53 commercial vessels are currently fishing in the Picton region, using a variety

of techniques including longlines, single trawl and set nets. The main fish species caught are school shark, rig, hapuku, red cod, ghost shark and butterfish. In 1984, the total catch taken by commercial fishing vessels based in the Picton region was 946,000 kilograms. The town's 2 fish processing plants handle mainly hand gathered shellfish and rocklobsters for the export market. The Marlborough Sounds is a very popular recreational fishing area and has traditionally supported large numbers of recreational fisherman particularly in the summer months. Picton acts as a service centre for this group, providing supplies and transport.

(ii) OBJECTIVE

- (a) To support the continued development of port facilities for the shipping of primary produce.
- (b) To ensure that primary production within the Borough is carried out with careful regard to land stability and visual prominence.

(iii) POLICIES

- (a) To provide adequate zoning for port industrial activities.
- (b) To encourage any primary production proposals in the Picton, Queen Charlotte Sound and Tory Channel areas which are not likely to detract from scenic and environmental values of these areas nor reduce values for tourism and recreation use. Any farming proposals should protect areas of existing indigenous vegetation, maintain a diversity of tree species and ages along prominent faces, riparian strips and urban boundaries, prevent siltation of streams and fire hazards and exclude aerial spraying.
- (c) To support full consideration of the proposed port expansion into Shakespeare Bay and carefully assess the need for such development, the likely demand for services and the impact of such development on environmental, recreational and scenic values.

*

2.6 COMMERCE

(i) BACKGROUND

The main commercial centre is in Picton and comprises about 5.63 ha. It is bounded by London Quay, Auckland Street, Wellington Street and Broadway. In December 1984 there were a total of 65 shops and eating places in this area (See Appendix 8), 1.26 ha (20%) in residential use and 2 vacant sections.

In addition to the shops were Council, Harbour Board and Newspaper Offices, an Information Centre, various professional offices (including solicitors, accountants, an architect and a general practitioner), plunket rooms, fire station, telephone exchange, bus depot, contractors yard, boat sales and various motels/hotels.

Other shopping centres are located at Nelson Square, in Waikawa Road, Picton and at Waikawa. These are single shop or small groups of shops dominated by grocery sales and serving their local communities. On the basis of the census of distribution statistics, Picton people (including Waikawa and the Queen Charlotte Sound) have -

- less retail shopping (1.3m² per person c.f. 2.4 for N.Z)
- more restaurants and hotels (3.6 per person c.f. 1.0 for N.Z)
- less personal and household services (0.2 per person c.f. 0.3 for N.Z)
- more total commercial floor space (5.1 per person c.f. 3.6 for N.Z)

This indicates that Picton people use their local shops for about half their needs and use shops in Blenheim, Wellington, Christchurch etc. for the remainder. It also indicates that Picton restaurants and hotels are effectively servicing about three times the immediate population because of the flow of visitors.

(ii) ISSUES

- (a) Reliance on visitor patronage requires that careful consideration be given to ways of attracting visitors to stay and stay longer in the town.
- (b) The town centre is at present dominated by motor vehicles, due to the wide carriageway and parking arrangements and could be made more attractive to visitors.
- (c) The general age and condition of some building facades reduces the attractiveness of the shopping environment. Some of the older buildings, however, have value because of their historic character.
- (d) Some parts of the Commercial Zone can be identified as

having special historical or aesthetic values which should be preserved and enhanced.

- (e) Operating hours for many premises do not coincide with visitor demand hours.
- (f) The potential for residential development in Waikawa would justify a new small shopping centre (eg. 5 shops or 1000m² floor area) as well as 3 or 4 corner stores scattered throughout the area.
- (g) Corner stores reinforce community identity and are conveniently accessible for residents, however their viability could be undermined by supermarkets, offering cheaper prices and greater range of goods even though these would be less accessible and would generate higher vehicle traffic levels.

(iii) OBJECTIVES

- (a) To ensure the Town Centre develops as an attractive and effective business, entertainment, cultural and social focus for the Picton catchment.
- (b) To ensure adequate opportunities for appropriate commercial facilities for the needs of residents and visitors.
- (c) To create and preserve a character for Picton, especially the tourist commercial waterfront area, which emphasises the town's nautical associations.
- (d) To improve the visual and recreational environment in the commercial centre for residents, shoppers and tourists.
- (e) To encourage the preservation and enhancement of those features of the Commercial zone which have been identified in Appendix 13 as contributing to historical, recreational or nautical values of Picton.

(iv) POLICIES

- (a) To encourage the establishment of a new shopping centre in Waikawa, and to permit those uses which are related to the marina or provide mainly for the Waikawa Community and which do not use a disproportionate portion of the zoned area.
- (b) To undertake improvements to the form and function of the Town Centre and to encourage property owners affected to co-operate, as illustrated in Appendix 13.
- (c) To delineate a foreshore amenity area within the Commercial zone in which new developments will be subject to controls relating to scale siting, design and height and will be consistent with a concept plan for the area.

- (d) To extend the Commercial zoning out to the foreshore around the launch wharves to provide for tourism related facilities and boat servicing and to encourage the relocation of the existing fish processing plant.
- (e) To require non-notified applications for some development in the Commercial Zone, to implement design features associated with the town centre upgrading (see Appendix 13).
- (f) To provide Marina zones covering land areas associated with marinas and to provide for all appropriate uses and facilities.
- (g) To permit local dairies/grocery shops in Residential zones, where they will serve a local residential area and not tend to conflict with Commercial zones provided under the Scheme.

2.7 INDUSTRY

(i) BACKGROUND

These include a spraypainter, boat building, coalyard, timber yard, pottery, joinery, light engineering, tradesmen depots, marine services, rental car depots, boat storage, fish processing, milk depot and Power and Park Board depots. Vehicle service stations (with workshop facilities) are located in Auckland Street, High Street, Wellington Street and Wairau Road.

At present the Industrial zones occupy an area of approximately 7.78 hectares, of which half is used for industrial purposes, whilst the remainder is either vacant (31%) or used for residential purposes (21%). The Industrial B zone can accommodate further industrial development.

(ii) ISSUES

(a) Most industrial activities can have objectionable elements such as noise, fumes and traffic, but the scale and/or location are such as to cause few problems.

(b) Appearance of many industrial properties.

(iii) OBJECTIVE

To ensure adequate opportunities for appropriate industrial activities for the needs of residents and visitors.

(iv) POLICIES

(a) To require appropriate landscaping of industrial properties.

(b) To impose noise limits

(c) To provide adequate land for local industries in a location removed from the waterfront and residential uses but with good access.

(d) To support full consideration of the proposed port expansion into Shakespeare Bay and to carefully assess the need for such development, the likely demand for services and the impact of such development on environmental, recreational and scenic values.

* This policy is subject to an appeal (104/89), which has not yet been heard.

2.14 TRANSPORT

(i) BACKGROUND

(a) State Highways

State Highway One passes through the Borough and comprises parts of Wairau Road and Auckland Street. The State Highway is the responsibility of the National Roads Board.

(b) Other Roads

These are the responsibility of the Council, except for private roads. Traffic flows are heaviest in Waikawa Road, High Street, Kent Street and Dublin Street.

(c) Parking

A parking survey in December 1984, undertaken in conjunction with the Ferry Passenger Survey, indicated that the main parking areas were in lower High Street (93), wharves and marina off Wellington Street (143), Ferry terminal and public launching ramp (208) and the remainder in the central commercial area (226). These spaces serve a variety of needs including shoppers, employees and visitors. The pattern of use indicated that many locals used key spaces for long periods, with the result that visitors often had to park an inconvenient distance from shops and recreation facilities. In the busy shopping hours of the week there was a shortage in parking spaces in the town centre (see Appendix 15).

(d) Railway

Picton is the northern terminal for the South Island main trunk railway. Rolling stock is transferred to or from the rail ferry for continued transport either north or south. Approximately 45 freight trains arrive in Picton each week. There is one passenger train per day arriving from and departing to Christchurch.

(e) Rail Ferry

Each year the Rail Ferries carry approximately 750,000 passengers and 160,000 vehicles between Picton and Wellington. Half of this traffic is carried between mid December and March, the peak holiday season. A survey in 1984 indicated that only 50% of rail ferry passengers went into the Picton town centre.

(f) Air

For air transport Picton is served by Blenheim Airport and the Koromiko aerodrome both licensed by the Civil Aviation Division of the Ministry of Transport, as well as by Float Plane into the Picton Harbour.

There are regular flights to Wellington each day.

(g) Bus

Daily bus services link Picton with Havelock and with Blenheim and Christchurch, Dunedin, Invercargill, Nelson and also Greymouth. In addition, there are several charter bus trips originating from Picton.

(h) Water

The port of Picton handles approximately 2.5 million tonnes of freight each year, the bulk of this being carried by the rail ferries. Regular visits are made by coastal cement vessels supplying the local market and these are expected to continue.

Overseas trade through the port includes tallow, meat, timber and some general cargo. Because of the relatively small volumes of these commodities, there is difficulty attracting vessels to Picton to load small consignments. Presently, much of this export tonnage passes through Picton via the rail ferries, and is aggregated with larger shipments at Wellington, Auckland and other Ports. This pattern of trade is likely to continue. Recent changes to meat exporting practice may see an increase in meat loadouts through Picton. Log trade is expected to be quiet until the mid 1990's when timber exports may increase.

Several launch services for Sounds passengers are based at Picton, and Picton and Waikawa marinas accommodate many private craft.

Marinas - Picton and Waikawa

<u>Waikawa</u>	-	private berths	-	453
	-	moorings	-	233
<u>Picton</u>	-	private berths	-	169
	-	commercial (PO)	-	27
	-	casual (FT)	-	22
	-	moorings	-	33
		TOTAL		<u>937</u>

(ii) ISSUES

- (a) There are several unformed paper roads in Waikawa, and large or narrow blocks of land in fragmented ownership. Separate subdivision of these areas could lead to road and access duplication and reduced convenience and safety levels.

- (b) The volume of activity in rail transport makes an important contribution to the economy of the town by creation of employment.
- (c) Many rail ferry passengers tend to by-pass the town centre.
- (d) Changes to international air services may result in an increase in tourist numbers en-route to Christchurch instead of by-passing Picton and returning to Auckland.
- (e) The amount and location of parking for cars, trailers, boats and trucks (particularly during the peak visitor periods) the incidence of employees using prime spaces for long periods, and the visual and economic impact of areas for vehicle parks.
- (f) The shortage of parking spaces in busy shopping periods of each week reduce the attractiveness and trading levels within the shopping centre.
- (g) If the development of Shakespeare Bay as a port is approved new roading will need to be provided to service it.
- (h) Demand for marina berths continues to exceed supply.

(iii) OBJECTIVES

- (a) To establish and maintain a hierarchy of roading in the town appropriate to road function and the function of areas which they serve.
- (b) To minimise access points onto the main arterial routes.
- (c) To achieve an increase in the proportion of rail ferry passengers visiting the Town Centre.
- (d) To rationalise land and water uses to avoid potential traffic congestion and parking problems.
- (e) To ensure that adequate parking is available for the convenience of businesses and visitors.

(iv) POLICIES

- (a) To indicate the general position of possible future subdivisional roads on the District Scheme Maps. The actual position of these roads will be decided by the subdivider as long as the intention of the possible future roads is recognised.
- (b) To acquire land and construct roads where multiple ownership and proposed roads are preventing any owner from subdividing or developing property and recover costs from subdividing owners who benefit.

- (c) To require provision for vehicle turning in all rear site development and on all sites fronting the State Highway.
- (d) To undertake and encourage improvements to the Town Centre (see Commercial Section).
- (e) To impose and enforce time limits on parking in high demand areas, require appropriate levels of off-street parking for all land uses and to provide off-street public parking areas with pedestrian linkages where warranted by demand.
- (f) To designate land for car parking at the corner of Dublin Street and Auckland Street and to investigate the feasibility of two level parking in the Wellington Street car park area.
- (g) To require a high standard of landscaping for all major car parks.
- (h) To require new road works and driveways to conform to an hierarchy of standards (see Appendix 16).
- (i) To introduce a Change to the District Scheme to enable full consideration of roading proposals associated with any port development in Shakespeare Bay.
- (j) To support further marina development in Waikawa Bay to the northwest of Waikawa Stream, (with adequate safeguards) and in Shakespeare Bay well removed from existing wetlands.

3.10 MARINA ZONE

See Part 2 of this District Scheme for relevant policies.

3.10.1 USES

Subject to compliance with the General Ordinance for Uses and Developments (3.11) and other relevant provisions of the Scheme the permitted uses shall be:

(a) Controlled Uses

The following uses and developments shall be approved only after a non-notified application to Council for consideration of appropriate conditions in terms of the objectives and policies set out in the Scheme Statement for the Foreshore Amenities Area (Scheme Statement Strategy 2.1 (IV) and Appendix 14) and in terms of the conditions set out in Clause (c) below:

- (i) Storage and launching of boats;
- (ii) Boat brokering, charter boat hiring, chandlery and sail making;
- (iii) Areas for passive recreation;
- (iv) An office and residence for the use of the caretaker or manager of each marina;
- (v) Minor maintenance and repair of boats but excluding boat building;
- (vi) Harbour Works as defined by the Harbours Act 1950;
- (vii) Buildings and facilities accessory to the above use including fuel installations.

(b) Conditional Uses

- (i) Any controlled use which does not comply in respect of the bulk and location requirements, parking loading and access requirements laid down for such use and is outside the limits of allowable dispensations will be deemed to be a conditional use
- (ii) Clubrooms for marine recreational groups.
- (iii) Other shops, provisioning, residential accommodation offices, licensed premises, restaurants and industries with a particular need for location in the Marina zone.

(c) Special Conditions Relating To All Permitted Uses

- (i) All uses shall comply with the general terms of the Development Plan held by Council covering the whole Marina area and showing: existing, proposed and possible development and where applicable staging of development; provisions for services of sewer, water, power, refuse disposal; roading and pedestrian routes; parking spaces (for cars, trailers and boats); amenity planting and landscaping; fuel storage and distribution; flood and inundation protection measures; range of uses and site allocations; building design theme (e.g. colours, shapes, materials) and overall coverage and open space; public access to water.
- (ii) All new developments shall as far as is reasonably practicable be planned and designed to protect the visual amenity of the area by the use of landscape, design, materials, colours, placement of buildings and other means.
- (iii) All buildings including buildings for temporary and casual uses shall be constructed of materials capable of being maintained to an acceptable standard of appearance as appropriate to the environment of a coastal situation.
- (iv) Except as necessary for the safety of the public and for the security and safety of any approved use, freedom of public pedestrian access to and along the foreshore shall not be unreasonably impeded by any development.
- (v) Vehicle parking at the rate of 0.8 spaces per wet berth, 0.2 spaces per dry berth and 50 vehicle-trailer spaces for the public launching ramps will be required. *
- (vi) Any necessary water rights shall be obtained and no operation shall be carried out which will cause pollution of natural water by the discharge of effluent, rubbish or other wastes.

3.10.2 BUILDINGS(a) General

The General Ordinance for Buildings (3.12) shall apply.

(b) Requirements For Controlled Uses

- (i) Maximum Height - (see Interpretation Ordinance 3.17) shall be 9m provided that no part of any building

* This ordinance is subject to an appeal (105.89), which has not yet been heard.

shall penetrate a 50° recession surface (see Appendix 18) originating 7.5m above the ground level along each boundary except any part of a boundary covered by an approved party wall, provided further that a dispensation or waiver may be granted up to a maximum height of 12m if the building will not detract from views of the sea from Beach Road.

- (ii) Yards - All buildings shall be sited at least 8 metres from the mean high water mark provided that a dispensation or waiver may be granted where the building is constructed in a manner which permits free access along the foreshore and there is an operational need for the building to be sited close to or over the water.
All other yards shall be at least 3m.

3.10.3 SUBDIVISION

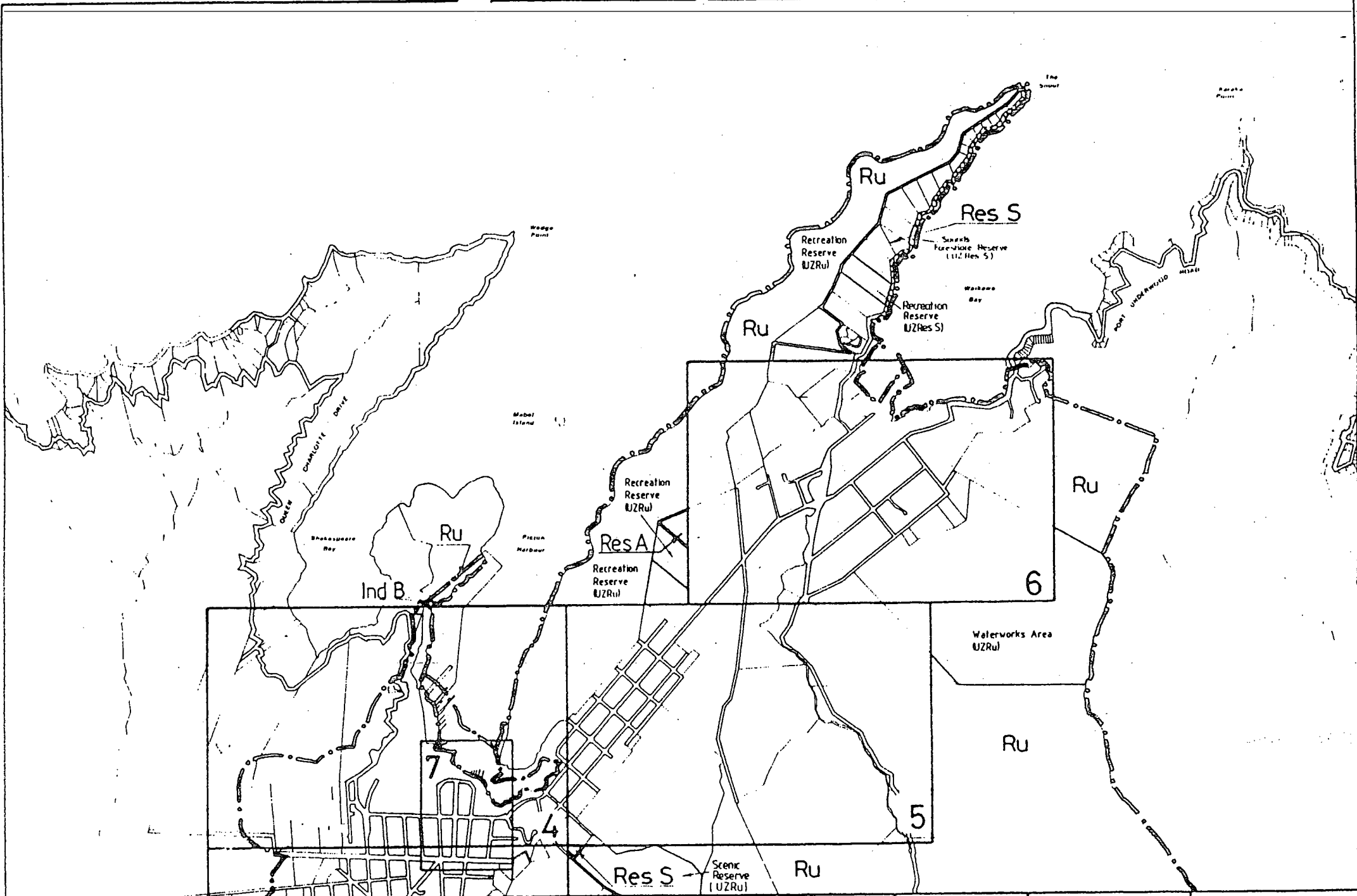
- (a) The General Ordinance on Subdivision (3.13) shall apply.
- (b) All subdivision will be in accordance with the development Plan held by the Council and covering the whole Marina area.

3.10.4 PARKING LOADING AND ACCESS

The General Ordinance on Parking, Loading and Access, 3.14 shall apply.

3.10.5 ADVERTISING

The General Ordinance on Signs and Advertising (3.15) shall apply.



ZONES

RURAL
 Travellers
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NOTATIONS

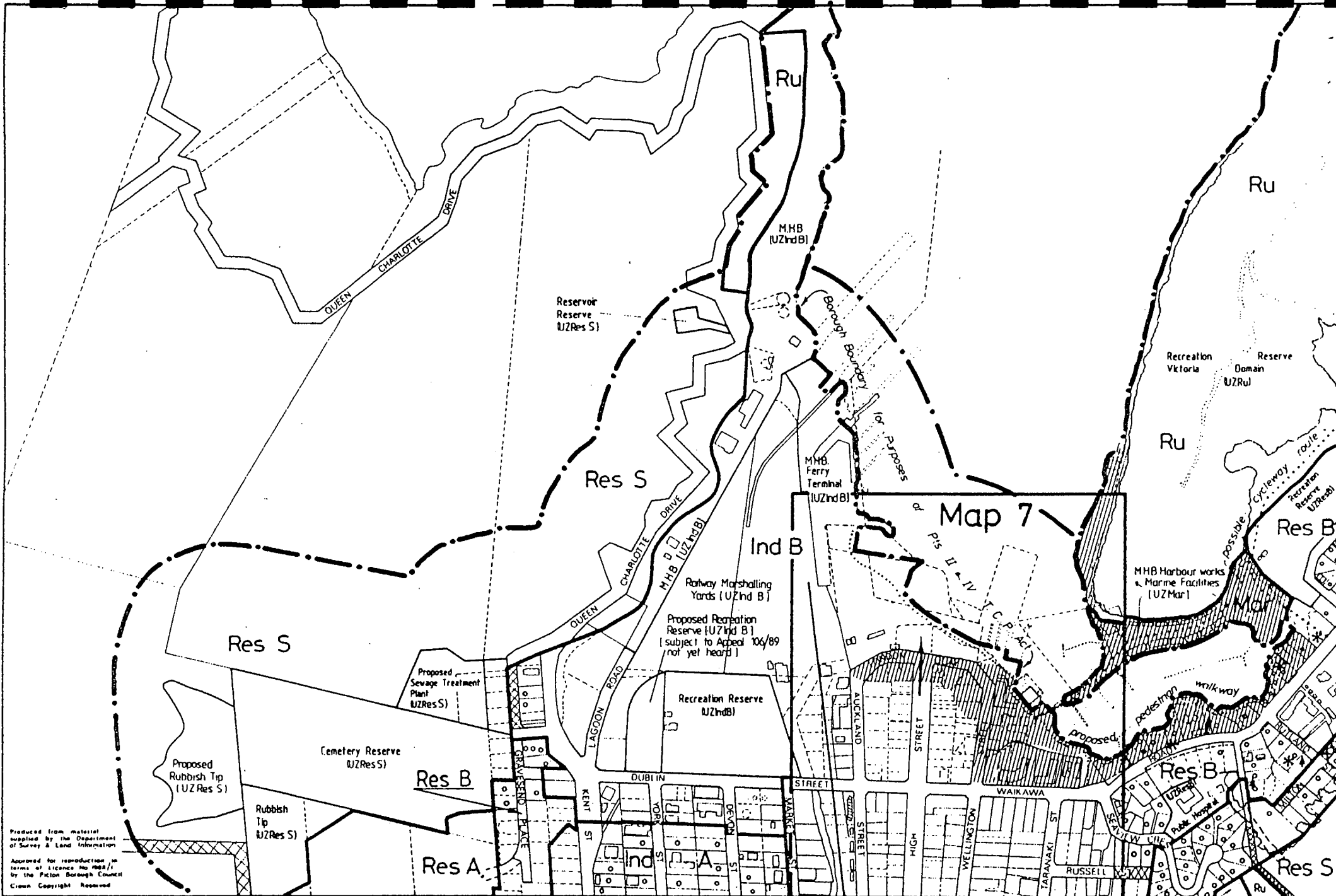
(UZRu) Present Point
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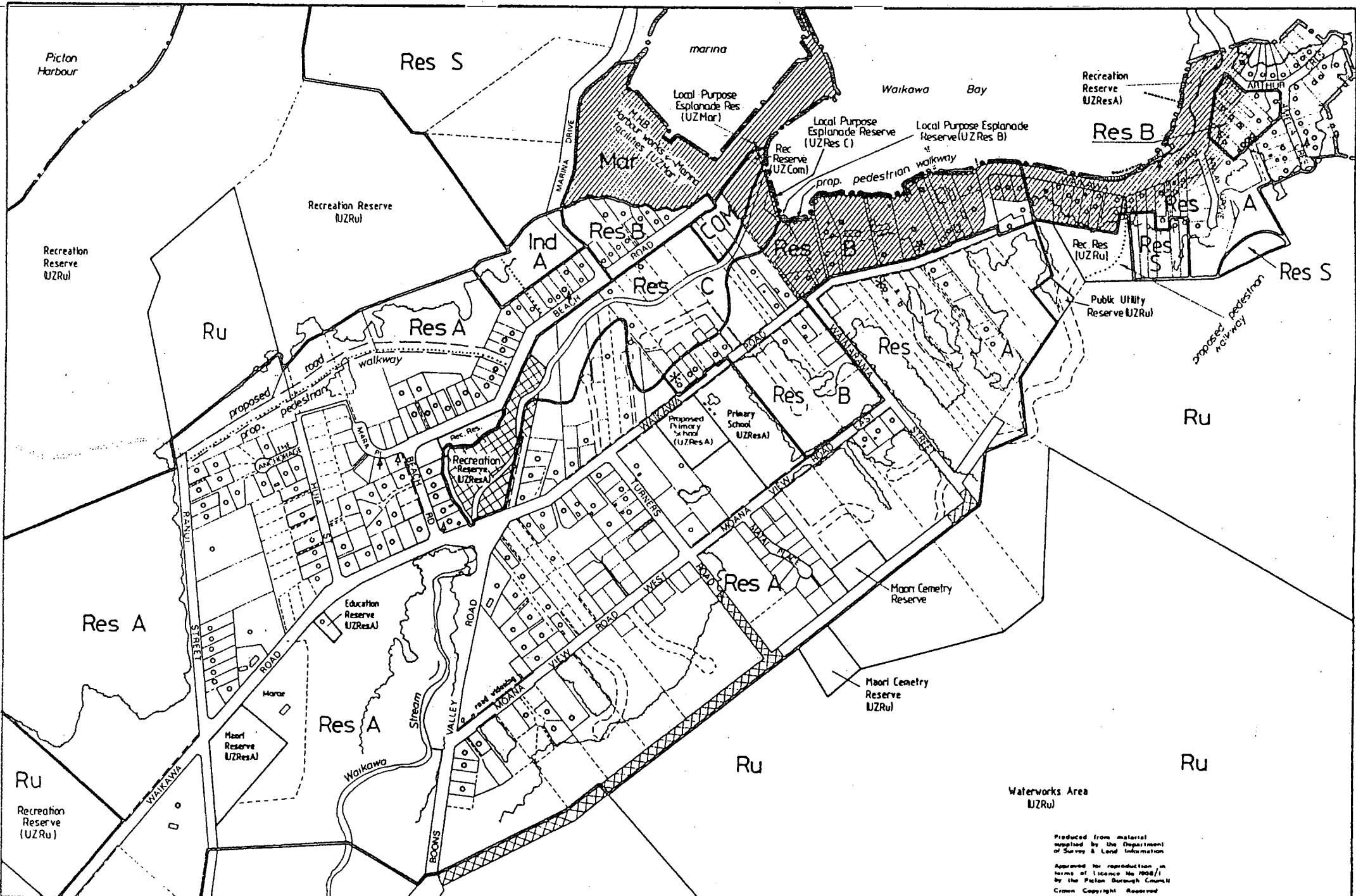
Dave Lowell Smith
 and Partners

Picton
 Borough



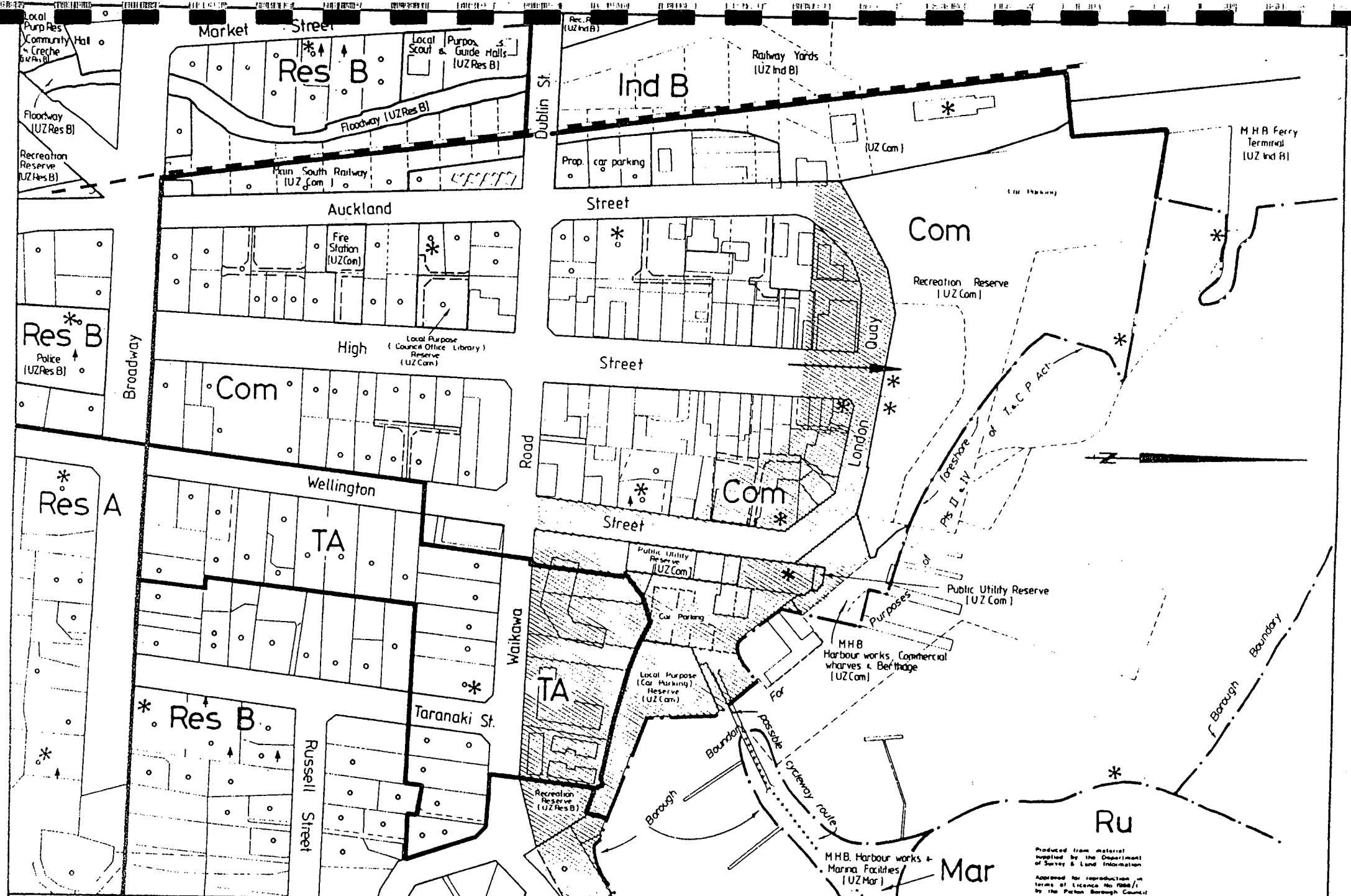
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ZONES RURAL RESIDENTIAL A [Ru] Travellers Accommodation [Rr: A] INDUSTRIAL B [Ind B] HARINA [HA]		NOTATIONS Units, other buildings [U] (shaded) Unshaded Zone [UZ] (unshaded) Proposed Road [dashed line] Road to be closed [dotted line]		Foreshore Amenity Area [hatched pattern] Legal title boundaries [thin solid line] 27/06/11/11		Scale 1:4,000 at A2 0 10m 20m	Prepared by Davie Lovell-Smith and Partners	Res S Picton Borough
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ZONES		NOTATIONS		Scale of Special Interest (see Appendix 12)		Trees		Map Scale		Prepared by		Picton	
Res A	Travellers	Res B	Industrial	Proposed Road	Legal Idy (unimtd)	Zone	Trees	1:4,000 at A2	Davie, Lovell-Smith	ul	ors	ul	ors
Res S	Recreation Reserve (UZRu)	Res C	Education Reserve (UZResA)	Proposed Pedestrian Walkway	Zone	Zone	* other	1:4,000 at A2	ul	ors	ul	ors	ul
Res Mar	Marine Reserve (UZResA)	Res Ind A	Moari Reserve (UZResA)	Proposed Road	Zone	Zone		1:4,000 at A2	ul	ors	ul	ors	ul
Res S	Recreation Reserve (UZRu)	Res Com	Moari Cemetery Reserve (UZRu)	Proposed Road	Zone	Zone		1:4,000 at A2	ul	ors	ul	ors	ul



<p>ZONES</p> <p>Rural Residential A (Ru)</p> <p>Travellers Accommodation (ResA)</p> <p>Industrial B (TA)</p> <p>Industrial B (Ind B)</p>	<p>NOTATIONS</p> <p>Dwellings (circle with dot)</p> <p>Underlying Zone (circle with dot)</p> <p>Proposed Road (dashed line)</p> <p>Units, other buildings (rectangle with dot)</p> <p>Service Lane (dashed line)</p>	<p>Graphic scale: 1:1500 at A2</p> <p>Prepared by: <i>Davie Lovell-Smith</i></p> <p>Copyright Reserved</p>
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Picton

KAIKOURA COUNTY DISTRICT SCHEME

REVIEW 1989

(Operative 15 May 1989)

	Pages	Section	Topic
<u>Scheme Statement</u>	7 2.3 (i)		Rural E (Coastal Erosion Protection) Zone
	14 2.3 (xii)		Industrial (including Wakatu Quay)
	19 2.4 (ii)(h)-(k)		Policies re Wildlife and Fisheries
	27 2.5 (viii)		Fishing Industry
	39 2.8 (iv)		Sea Transport
<u>Ordinances</u>	54-55	3.1	Rural E Zones (Coastal Erosion Protection)
<u>Maps</u>	No.s		
	2		
	4		
	6		
	8		
	9		
	11-20		
	22-25		

ZONES

- (ix) To ensure economical provision and use of public services.
- (x) To support the careful co-ordinated management of water and soil resources.

2.3 ZONES

To facilitate achievement of the above objectives, Council has divided the County into a series of zones, each prescribing a different range of permitted uses and development controls. These zones are indicated on the planning maps and are referred to throughout the Scheme.

(i) RURAL E (COASTAL EROSION PROTECTION)

This zoning comprises a strip of land adjoining M.H.W.M. along the total coastline from north of Kekerengu to south of Claverley. The whole coast is susceptible to erosion in periods of high seas and is therefore in need of special protection and/or rehabilitation works and is consequently unsuitable for buildings or other significant developments. The zone includes coastal sand dunes.

(ii) RURAL F (FLOOD PROTECTION)

To control flood flows on the steep gravel riverbeds of the Kowhai River, Waimangarara River, Luke Creek and Floodgate Creek, the Marlborough Catchment Board is constructing a comprehensive and expensive river and flood control scheme. Part of this work involves the management, extension and improvement of existing vegetated protection areas both on and adjacent to the gravel fans created by these rivers and streams. Much of the land included in these zones is already in public ownership or controlled by the Board, but some land is privately owned. The Board expects that eventually most of this area will be purchased.

(iii) RURAL G (GENERAL FARMING)

This zoning includes most of the County embracing the high country, hills and plains more distant from Kaikoura township. Emphasis will be placed on rural production subject to adequate safeguards to conserve natural resources, and a wide range of uses are permitted. The use and management of hill and high country land has had an affect on the rate of soil erosion, run-off, and water quality. The Marlborough Catchment Board and Regional Water Board implements policies which deal with management practices and treatments for land and water in this zone.

ZONES

to the open space peninsula area and proposed walkway system over the peninsula and into Kaikoura town.

In Kaikoura township the number of houses increased from 594 in 1975 to 699 in 1986. Future development in the Residential A zone will mainly comprise redevelopment of existing properties or more intensification of existing development.

(x) RESIDENTIAL B (LOW DENSITY)

These zones are the normal residential living zones where motels and other commercial type accommodation are not permitted. Ordinances are designed primarily to provide for open character family dwelling units at lower densities than the Residential A zones. Home occupations of an inoffensive nature (e.g. excluding storage of fishing gear) are permitted. The areas included are the outer residential areas generally to the west of the town. Density is limited to 100 persons per hectare (i.e. 10 persons per quarter acre site or 6 persons per 24p site). Closer development of existing sections for two dwellings will be permitted provided that the minimum building standards are observed.

(xi) COMMERCIAL

These zones provide for shops, service and some travellers accommodation in Kaikoura township.

The commercial structure of the town is not expected to change significantly over the planning period and the amount of zoning provided is considered adequate for future needs.

The majority of the commercial uses are located in the shopping area near the centre of the township. This area is contained rather tightly by No. 1 State Highway, Lyell Creek and limestone cliffs to the south. Other commercial uses are situated in the area by the Esplanade and Yarmouth Street, and the only other area for shops is on the corner of Hawthorn Road and S.H. No. 1.

(xii) INDUSTRIAL

These zones provide for a wide range of industrial uses. They are located at Wakatu Quay (including the fish processing industries) and on both sides of S.H. No. 1 in the northern part of the town. The locations avoid the need for heavy traffic to traverse residential areas and are also convenient for use of rail transport. In addition to any stated conditions to be applied to particular uses, it is Council's policy to require a planted strip where practical along road frontages to Industrial zones. Any developments in the Wakatu Quay area are subject to the Harbours Act in addition to this Scheme and requirements under that Act must be satisfied before any approval under this Scheme will be granted.

SPECIAL FEATURES AND AREAS

- (g) To consider favourably proposed uses of protected items which may not be permitted as of right in the zone concerned but which will encourage preservation and maintenance of the item.
- (h) To encourage the continued protection of wildlife and fisheries habitats through appropriate management by both public and private land owners.
- (i) To maintain an inventory of the County's wildlife and fisheries resources.
- (j) To control development and change in and around important wildlife and fish habitats in order to protect the habitats and to provide for the wildlife and fisheries values present.
- (k) To liaise with the Conservation Department, the Marlborough Acclimatisation Society and with other appropriate agencies regarding the production of an investigative study into the wildlife, fish and their habitats within the County.

(iii) DESIGNATED AREAS

Designated land is any land set aside for a specific purpose. Land designated for some existing public works is shown on the planning maps with a distinctive notation and proposed new public works are shown designated as "proposed".

Designated land throughout the County includes many public works such as recreation reserves, rubbish tips, telephone exchanges, cemeteries, railways, schools etc. The system of designation over-rides the zoning of the particular site and means that any zoning ordinances do not apply to that site. This recognises that since public works are necessary for the public then the siting, construction and operation of the public work should not be hindered by the procedures in the District Scheme. One advantage of the system of designation is that the particular designated lands or lands designated for proposed uses are shown on the planning maps for the general public to see and allow for in any decision on the use of land or buildings.

Land is designated in the District Scheme when the Minister or a local authority serves a requirement on Council to do so. The designated land must be for a specific purpose and when the land is no longer required for that specific purpose the designation should be uplifted, in which case the "underlying zones" come into full operation over the land again. Such a situation would apply if, for example, some railway land was leased for private interest.

facilities and services, and to preserve amenities in residential areas.

(vi) INDUSTRY

Most industry in Kaikoura is scattered along a narrow strip of land between Beach Road and the railway line although there is variety of industrial and commercial uses on the other side of Beach Road. Generally all these industrial uses have been confined within the Industrial Zone.

(vii) COMMERCE

The majority of commercial sites are located near the centre of the township. The dominant function of the commercial area is shopping but a significant part of the present commercial zone is taken up by service activities such as banks, hotels and vehicle servicing. Most office space is ancillary to other uses.

The commercial area of Kaikoura not only serves the town population but also the surrounding rural communities. The larger commercial centres of Christchurch and Blenheim provide the remaining specialist shops and services for the County residents.

(viii) FISHING INDUSTRY

Fishing provides a living for a significant number of Kaikoura residents, particularly in South Bay. The main methods permitted include trawling, potting for rock lobsters, hand and bottom set netting and hand-gathering. The majority of permits are for vessels in the under-6 metres and 6 - 12 metre length. The principal methods uses are rock lobster potting and gill netting. The number of fishing vessels has fluctuated markedly. The number of licensed vessels declined after the introduction of restrictive licences in the rock lobster industry but increased again in 1981 due possibly to the growth in the gill net fishery. More recently since restrictions on quotas were introduced in 1986, the number of licensed vessels and the whole fishing industry has been in decline. Groper, crayfish and rig are the main species landed. Other species include elephant fish, sole and terakihi.

Kaikoura is not classified as a Commercial Port and the coastline is under the control of the Department of Conservation.

Council supports the retention of the fishing fleet and industry in the town. An Industrial Zone provides for the wharves, vessel facilities, fish storage plants, and fish processing plants at Wakatu Quay. The wharves and facilities at Fyffe Quay are outside the County boundary but Council supports the retention of these facilities. A possible marina is being investigated for South Bay (see Section 2.11) and this would provide for commercial fishing facilities.

ACCESS, PARKING AND LOADING

adjoining lands.

(iv) SEA TRANSPORT

(a) Background

Sea transport has been a significant factor in determining the settlement pattern of the County since the early days of whaling and sealing. The main facilities for sea transport are the wharves and slipways at Kaikoura which today serve only fishing boats and pleasure craft. A number of land uses in the town owe much of their existence to the port facilities especially supply stores, engineering establishments and hotels. The main wharves including the fish processing establishment are zoned Industrial in recognition of their importance to the town. Other sea transport facilities consist of slipways and boatsheds at South Bay and various other points along the coast from Oaro to Clarence. The controlling authority for moorings, slipways and wharves is the Marlborough Harbour Board although Council has jurisdiction over the use of land above mean high water mark.

(b) Policies

- (i) To provide for the continued existence of the main wharves at Kaikoura with an Industrial zoning.
- (ii) To seek the co-operation of the Marlborough Harbour Board and Department of Conservation in the control of moorings, slipways and jetties.
- (iii) To encourage the use of public slipways for pleasure boats and fishing boats and discourage use of the foreshore for privately owned boatsheds, slipways and other facilities.
- (iv) To investigate the provision of further slipways where good vehicular access is available.

(v) PUBLIC TRANSPORT

(a) Background

Public transport in the County is provided by the Railways Corporation (train and bus) and Private Bus Companies which run daily services to Christchurch and Blenheim. These services stop at many locations along State Highway No. 1 and their continued existence will depend on public support.

PART 3 CODE OF ORDINANCES3.1 RURAL E ZONES (Coastal Erosion Protection)

See Part 2 of this Scheme for relevant policies.

3.1.1 USES

Subject to compliance with the General Ordinances for Uses (3.14) and other relevant provisions of the Scheme, permitted uses shall be:

(a) Predominant Uses

- (i) Uses and developments to protect land from coastal erosion.
- (ii) Protection forestry.
- (iii) Reserves.

(b) Conditional Uses

- (i) Farming or recreation uses and developments.
- (ii) Forestry not provided for as a predominant use.
- (iii) Public boat ramps, jetties, wharves, marinas and parking areas.

- Note: (1) Separate approvals may be required from the Marlborough Harbour Board for works on the foreshore.
- (2) Consent from the Marlborough Catchment Board and Regional Water Board is required for the formation of tracks, felling of trees, logging operations, or any activity that may cause soil erosion.

3.1.2 BUILDINGS

The standards applying to buildings shall be determined by the Council having regard to the special circumstances applying to this zone, and having regard to policies on buildings in Part 2 of the Scheme and ordinances under General Ordinances for Buildings (3.15).

3.1.3 SUBDIVISION

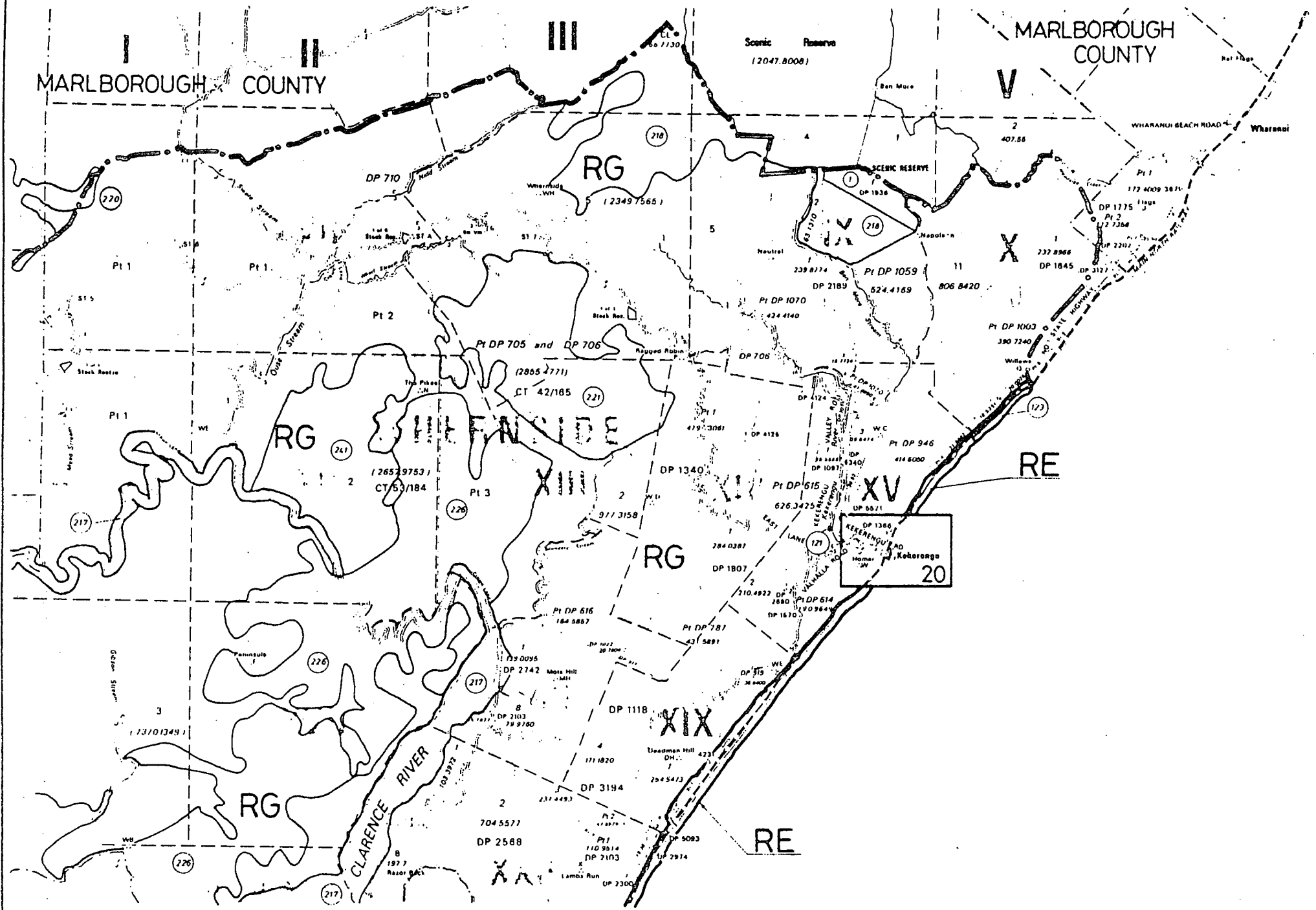
Subject to the General Ordinances for Subdivision (3.16) no land in this zone shall be subdivided unless such subdivision is necessary for the establishment of a predominant use or an approved conditional use.

3.1.4 ACCESS, PARKING AND LOADING

General Ordinances 3.17 shall apply.

3.1.5 ADVERTISING

General Ordinances 3.18 shall apply.



ZONES		
RURAL E	RE RURAL RES	RR SERVICE
RURAL F	URB URBAN	IND INDUSTRIAL
RURAL G	RES RESIDENTIAL	RES RESIDENTIAL
H	ACCO	

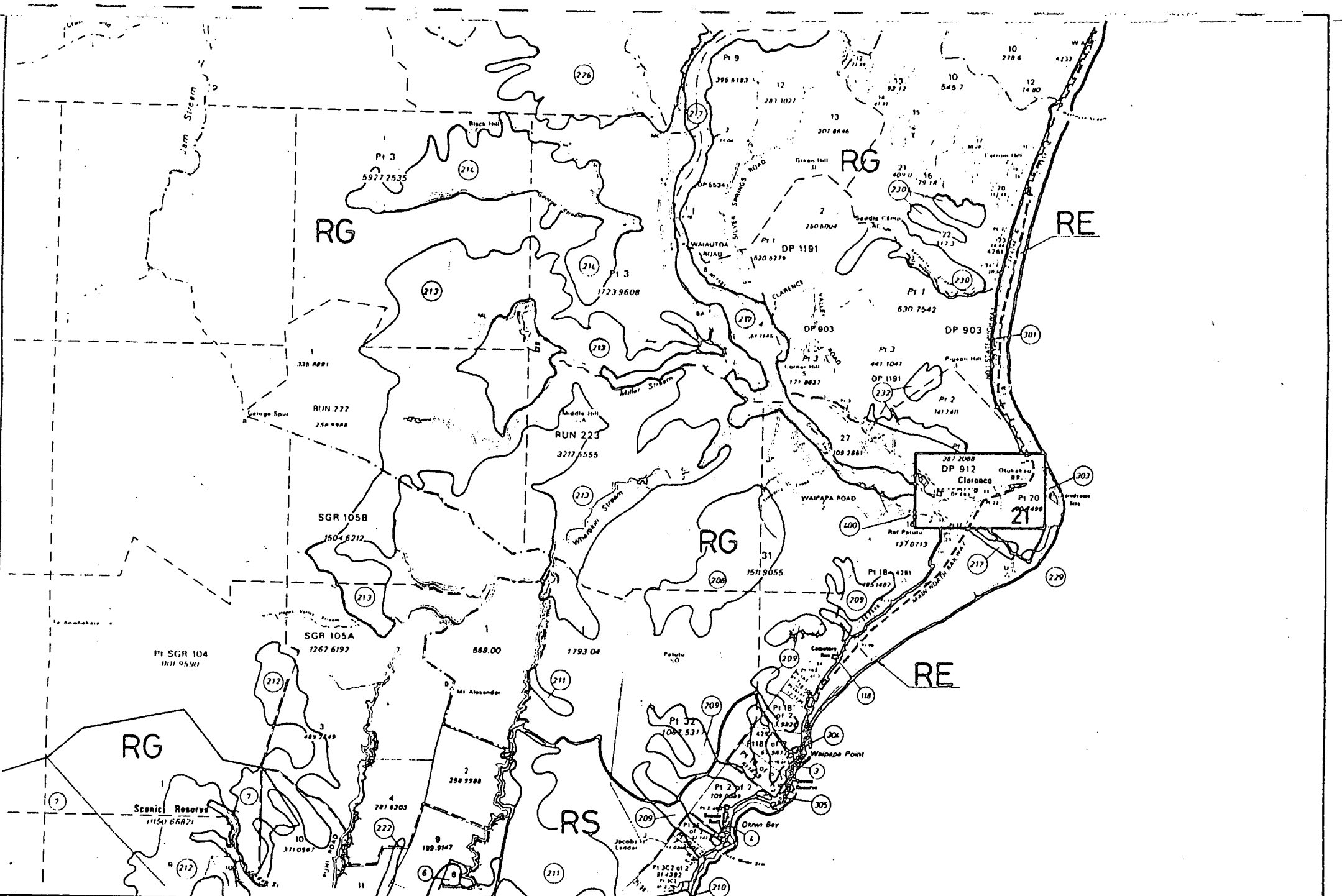
NOTATIONS		
SR Underlying Zone	URB Proposed Road	XXX ZONE BODY
NO Special Uses or 10s	(R) Road to be Closed	--- 70NF BDY

Original Scale 1:50,000 A2

1-2

Prepared by
Davie Lovell-Smith
 and Partners

Kaikoura
 County



ZONES

RF	RURAL RES	RR	SERVICE	SR	Underlying Zone
RU	URBAN	URB	INDUSTRIAL	IND	Spec. Featu.
RG	RURAL GROWTH	ES	SCENIC RESERVE	SRV	Proposed Road
RE	RURAL ESTATE	RS	RURAL SERVICE	URB	Proposed Road

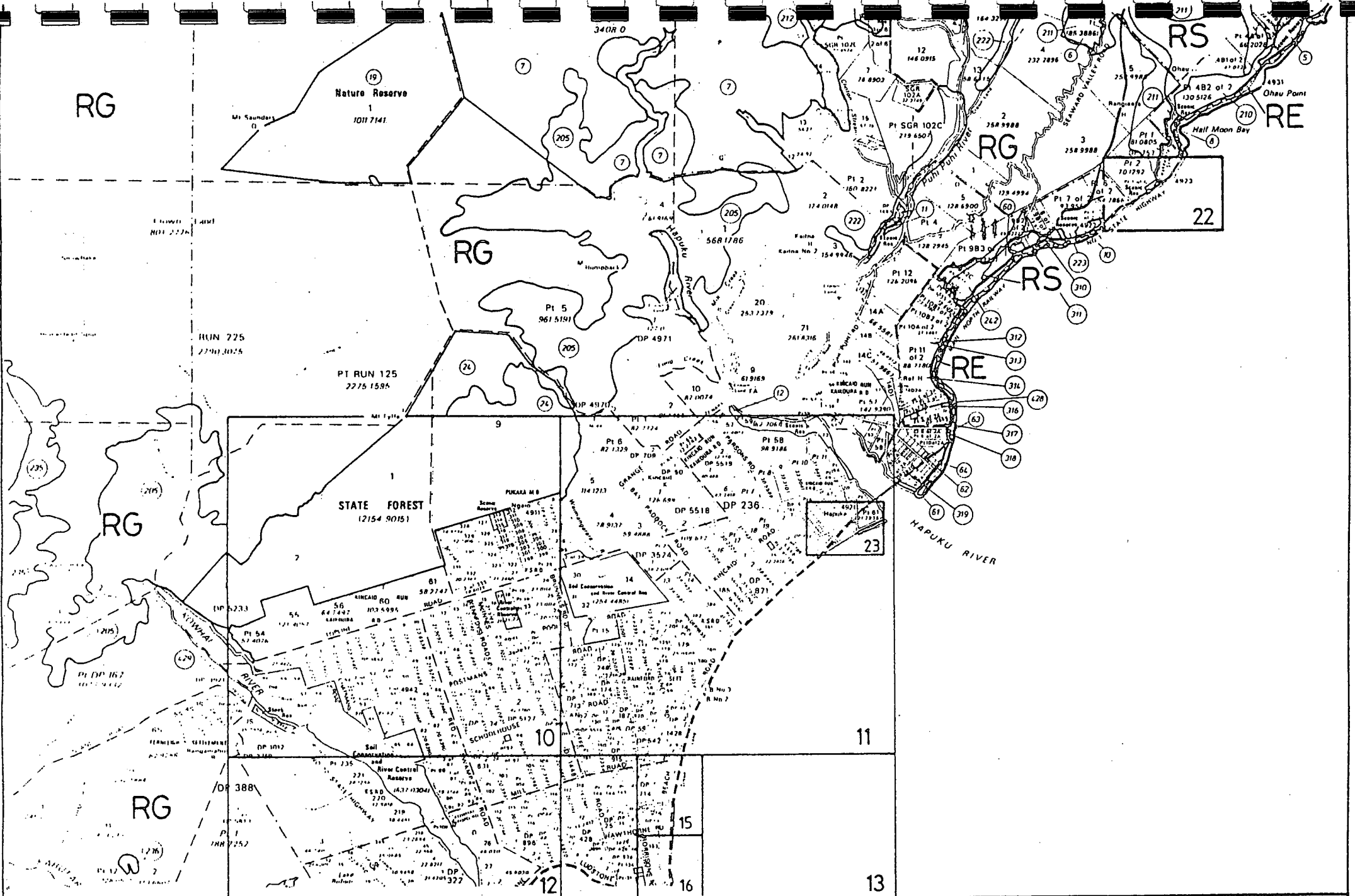
NOTATIONS

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1	2	Zone	1	2

Original Scale
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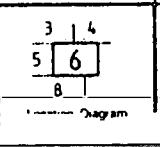
Prepared by
Davie Lovell-Smith
and
Paul [unclear]

Kaikoura
City



ZONES	
RG	RURAL RES
RE	RESIDENTIAL
RS	RESIDENTIAL ACCOMMODATION
RA	RURAL A
RI	RURAL B
RG	RURAL G
RI	RURAL I
RS	RURAL S
RA	SERVICE INDUSTRIAL
RI	INDUSTRIAL
RA	RESIDENTIAL
RS	RESIDENTIAL ACCOMMODATION
RA	COMMERCIAL

NOTATIONS	
--- (dashed line)	Underlying Zone
--- (dotted line)	Special Uses or Features (See Appendix C)
--- (solid line)	Railway
UZRB	Proposed Road
--- (dashed line with 'X')	Road to be Closed
--- (solid line with 'X')	Classified Road
---	ZONE BDY
---	COUNTY BDY



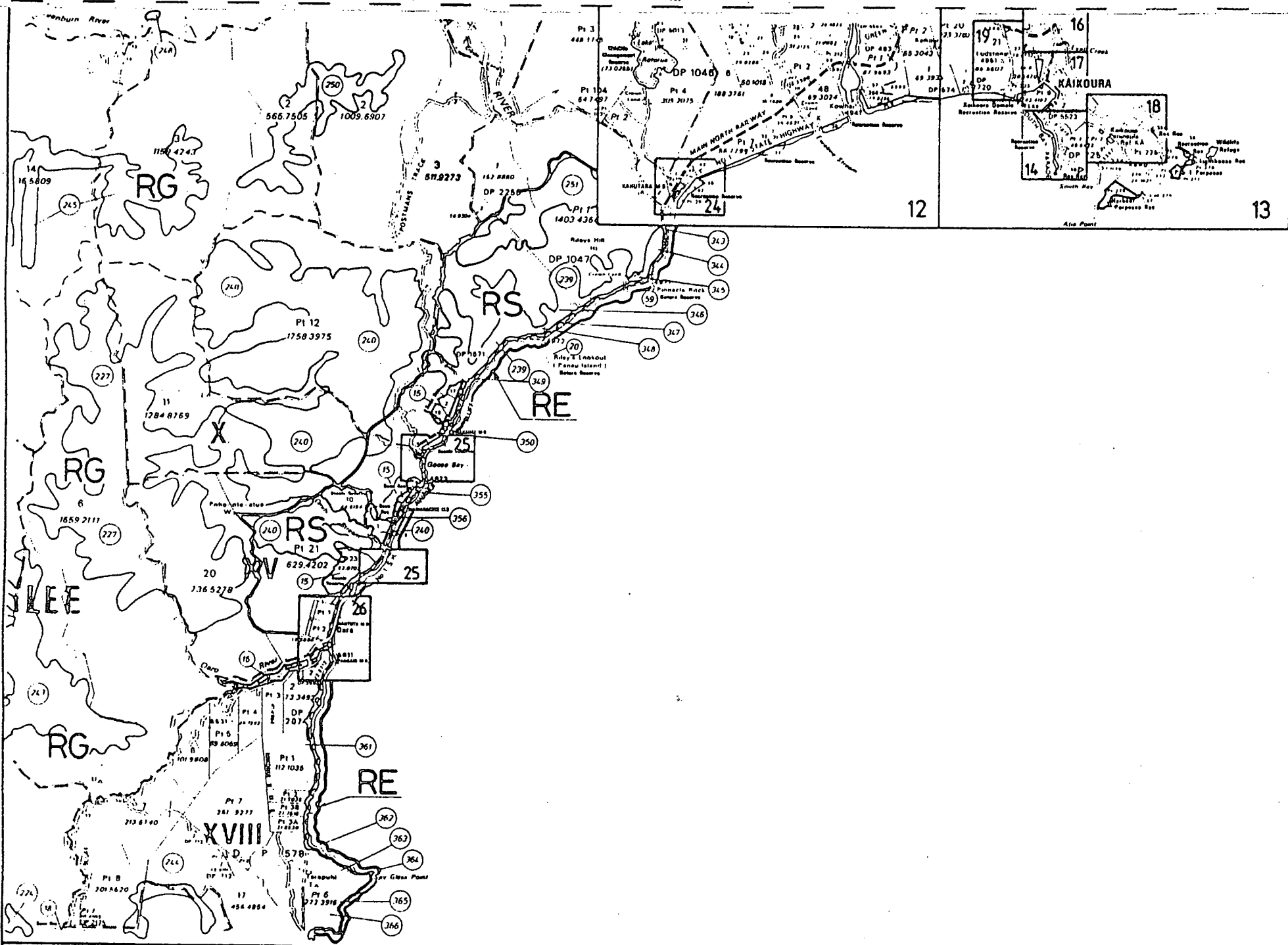
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North-south Vertical
records

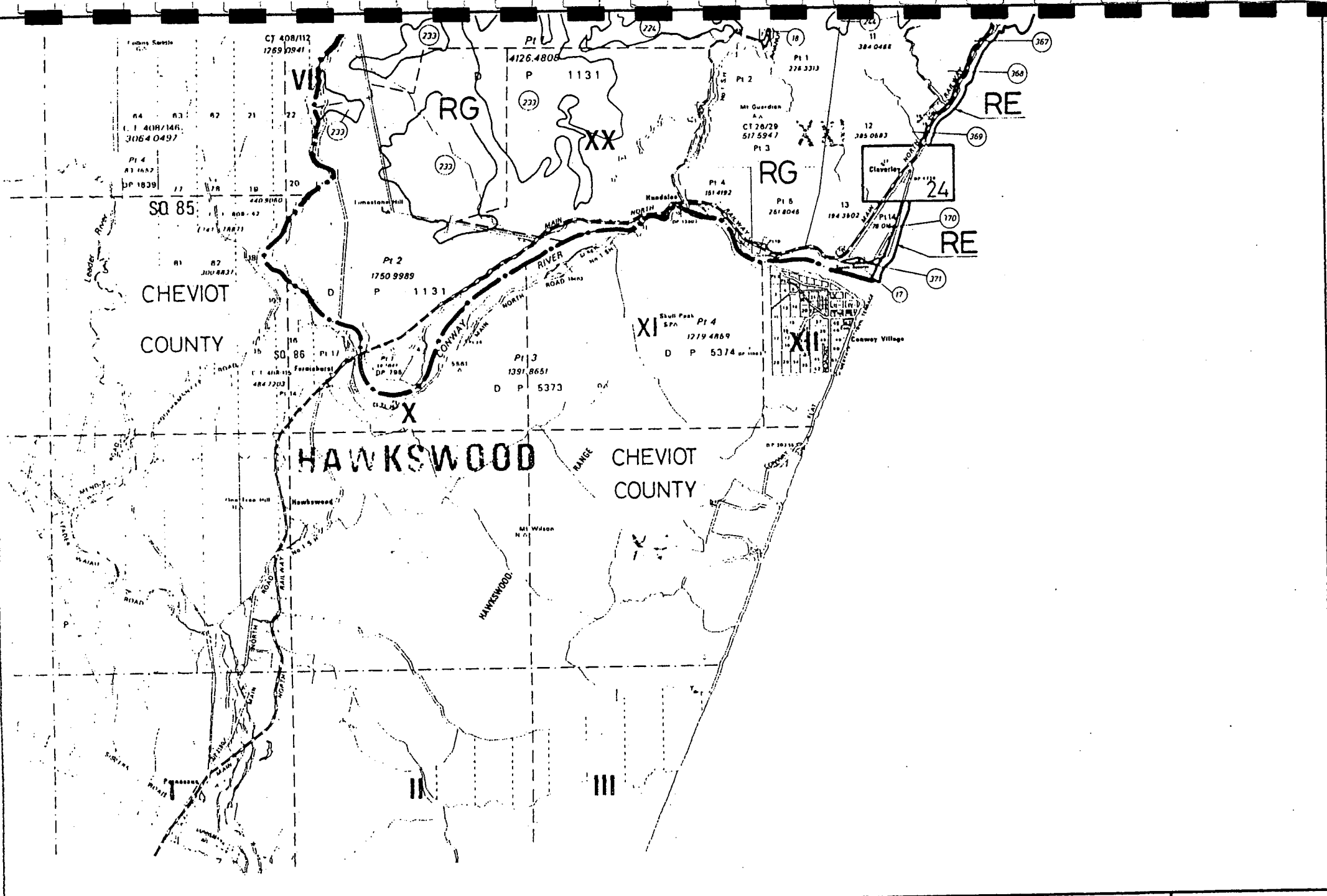
Prepared by
**Davie, Lovell-Smith
and Partners**
Planners, Surveyors, Engineers
P.O. Box 619, Christchurch

Kaikoura County

Date November 1987



ZONES RG RURAL RES RE RURAL RES X SERVICE XVIII INDUSTRIAL		NOTATIONS [Symbol] Undeveloped Zone [Symbol] Uses [Symbol] Proposed Road [Symbol] or Clo		Original Scale 1:50,000, A2	Prepared by Davie Lovell-Smith and [Name]	Kaikoura Hunt
---	--	---	--	--------------------------------	---	------------------



ZONES	
URBAN I	URBAN IIS
URBAN II	URBAN III
URBAN III	RESIDENTIAL
URBAN IV	COMMERCIAL
INDUSTRIAL I	SERVICE INDUSTRIAL
INDUSTRIAL II	INDUSTRIAL III
INDUSTRIAL III	INDUSTRIAL IV
INDUSTRIAL IV	INDUSTRIAL V

NOTATIONS	
Underlying Zone	[URB] Proposed Road
Special-Uses or Features (See 1.1)	[R] Road-to-be-Closed
	[C] Closed Road
	--- ZONE B.D.Y.
	--- COUNTY B.D.Y.

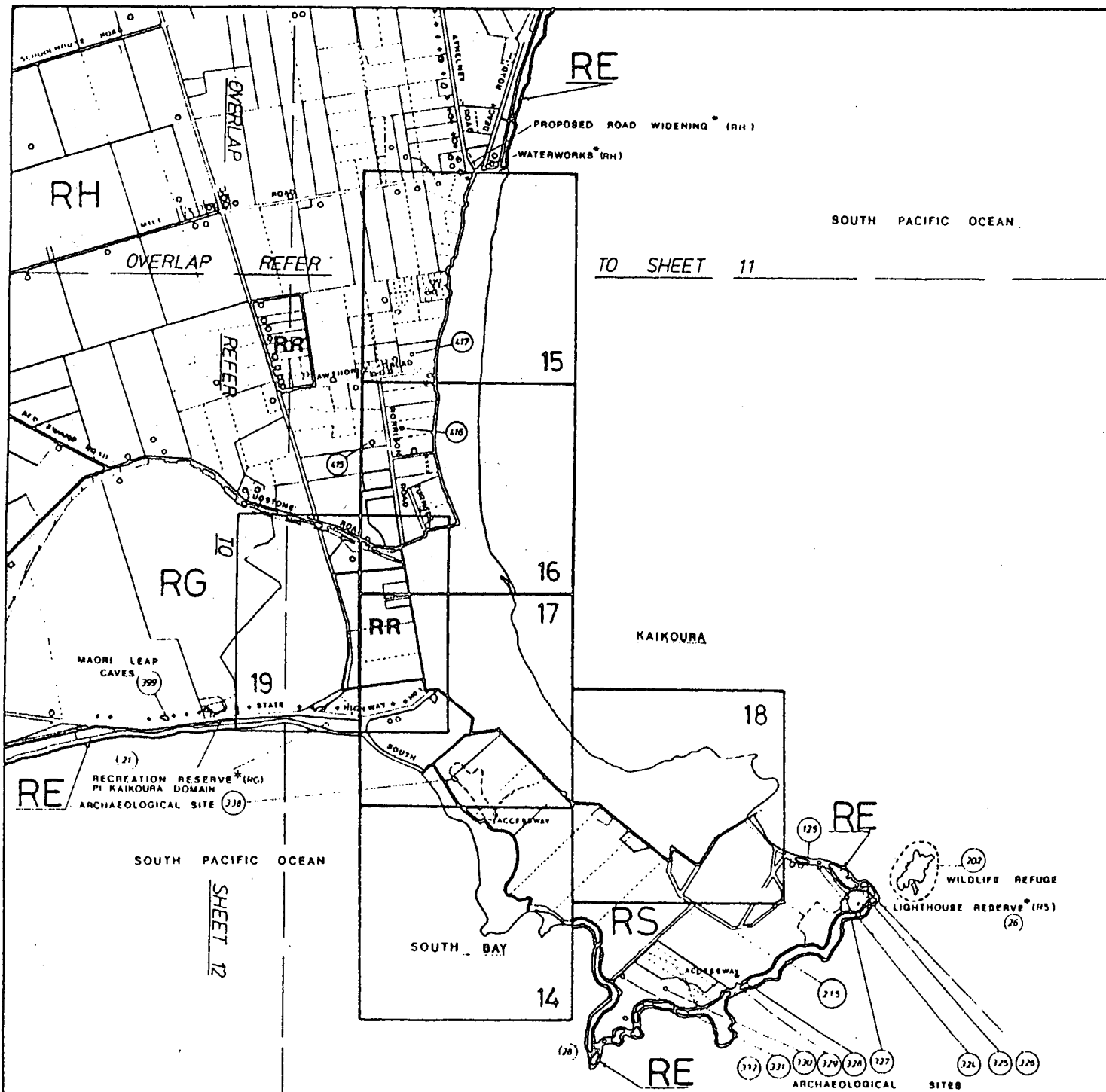
Original Scale 1:50,000, A2

7 | 8
9

North

Prepared by
David Lovell-Smith and Partners
 Planner, Surveyor, Engineer
 P. O. Box 1018, Christchurch

Kaikoura County
 Date of 1987
 9



**KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
KAIKOURA PLAINS SERIES**

LEGEND:

RURAL E	RE
RURAL F	RF
RURAL G	RG
RURAL H	RH
RURAL R	RR
RURAL S	RS
URBAN	URB
RESIDENTIAL A	REB A
RESIDENTIAL B	REB B
COMMERCIAL	COM
SERVICE	BER
HIGHWAY SERVICE	HS
INDUSTRIAL	IND

SPECIAL LAND USES

EXISTING	og.	school
EXISTING DESIGNATED	og.	school*
PROPOSED DESIGNATED	og.	school* Riop.
UNDERLYING ZONE	og.	(URB)
OBJECTS & PLACES of historical or scientific interest or natural beauty	og.	6

ROADS

EXISTING	=====
PROPOSED	-----
CLOSED	=====
WIDENING	=====
CLASSIFIED (see appendix D)	=====

RAILWAYS, DESIGNATED



COUNTY BOUNDARIES



DAVIE, LOVELL-SMITH & PARTNERS

REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

198 Hereford Street, Christchurch 1 Phone 790 793

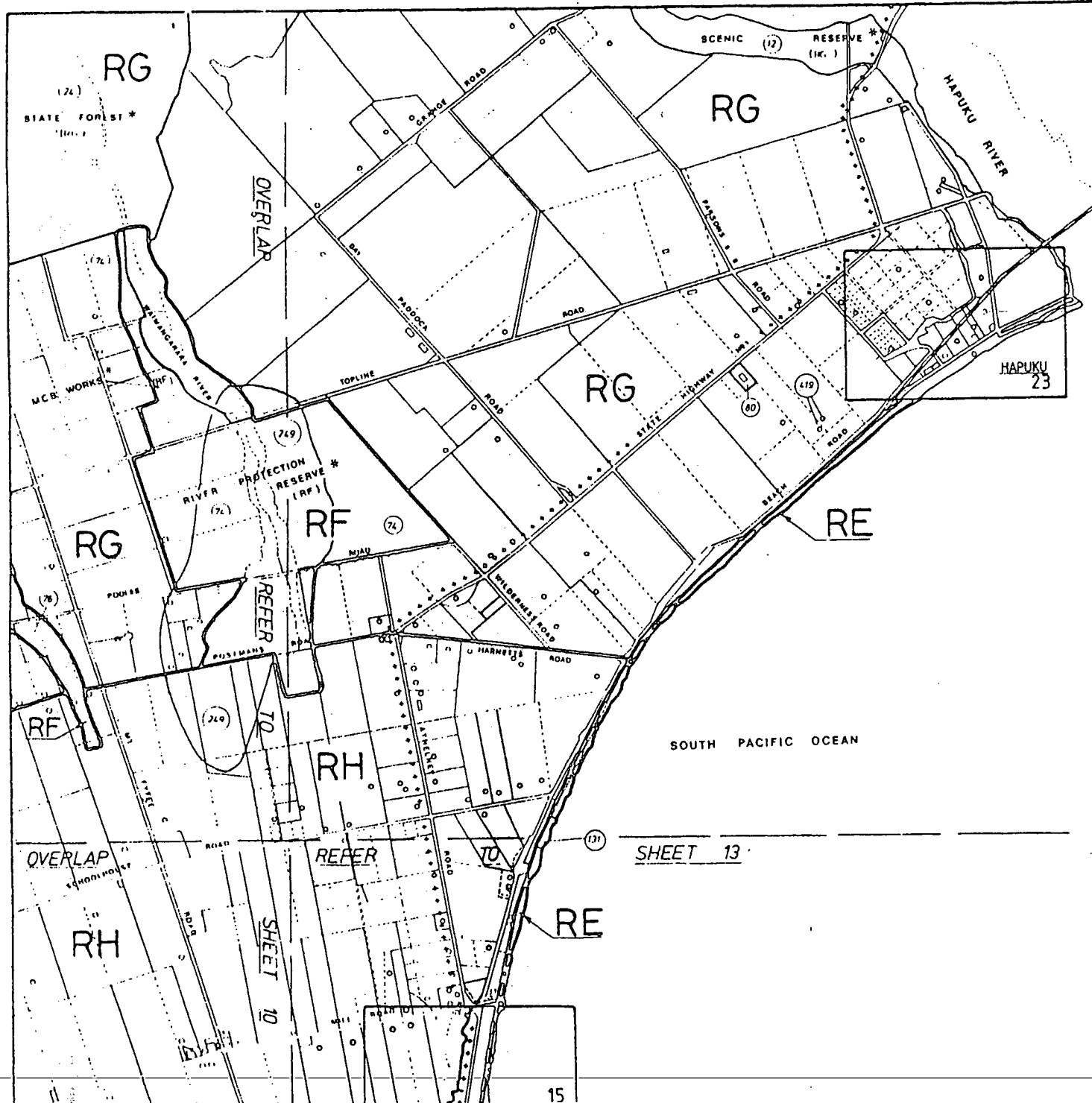
Scale: 1:40,000 approx.

Northpoint: Vertical

Date: August 1987

8805

13



**KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
KAIKOURA PLAINS SERIES**

LEGEND:

ZONES

- RURAL E
- RURAL F
- RURAL G
- RURAL H
- RURAL R
- RURAL S
- RESIDENTIAL A
- RESIDENTIAL B
- COMMERCIAL
- SERVICE
- HIGHWAY SERVICE
- INDUSTRIAL

- RE
- RF
- RG
- RH
- RR
- RS
- RES A
- RES B
- COM
- SER
- HS
- IND

SPECIAL LAND USES

- EXISTING
- EXISTING DESIGNATED
- PROPOSED DESIGNATED
- UNDERLYING ZONE
- OBJECTS & PLACES of historical or scientific interest or natural beauty

- og school
- og school
- og school
- og (URB)
- og

ROADS

- EXISTING
- PROPOSED
- CLOSED
- WIDENING
- CLASSIFIED (see appendix D)

- =====
-
-
-
-

RAILWAYS, DESIGNATED



COUNTY BOUNDARIES



SHEET 13

DAVIE, LOVELL-SMITH & PARTNERS
REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

198 Hereford Street - Christchurch 1 Phone - 790 793

Scale: 1:40,000 approx.

Northpoint: Vertical

Date: August 1987

Job 8806 Sheet 11

KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
KAIKOURA TOWN SERIES

LEGEND:

RURAL E	RE
RURAL F	RF
RURAL G	RQ
RURAL H	RH
RURAL R	RR
RURAL S	RS
URBAN	URB
RESIDENTIAL A	RES A
RESIDENTIAL B	RES B
COMMERCIAL	COM
SERVICE	SER
HIGHWAY SERVICE	HS
INDUSTRIAL	IND

SPECIAL LAND USES

EXISTING	og	school
EXISTING DESIGNATED	og	school*
PROPOSED DESIGNATED	og	school* (prop.)
UNDERLYING ZONE	og	(URB)
OBJECTS & PLACES of Historical or scientific interest or natural beauty	og	(H)

ROADS

EXISTING	=====
PROPOSED	-----
CLOSED	-----
WIDENING	-----
CLASSIFIED (see appendix D)	-----

RAILWAYS, DESIGNATED



COUNTY BOUNDARIES



DAVIE, LOVELL-SMITH & PARTNERS

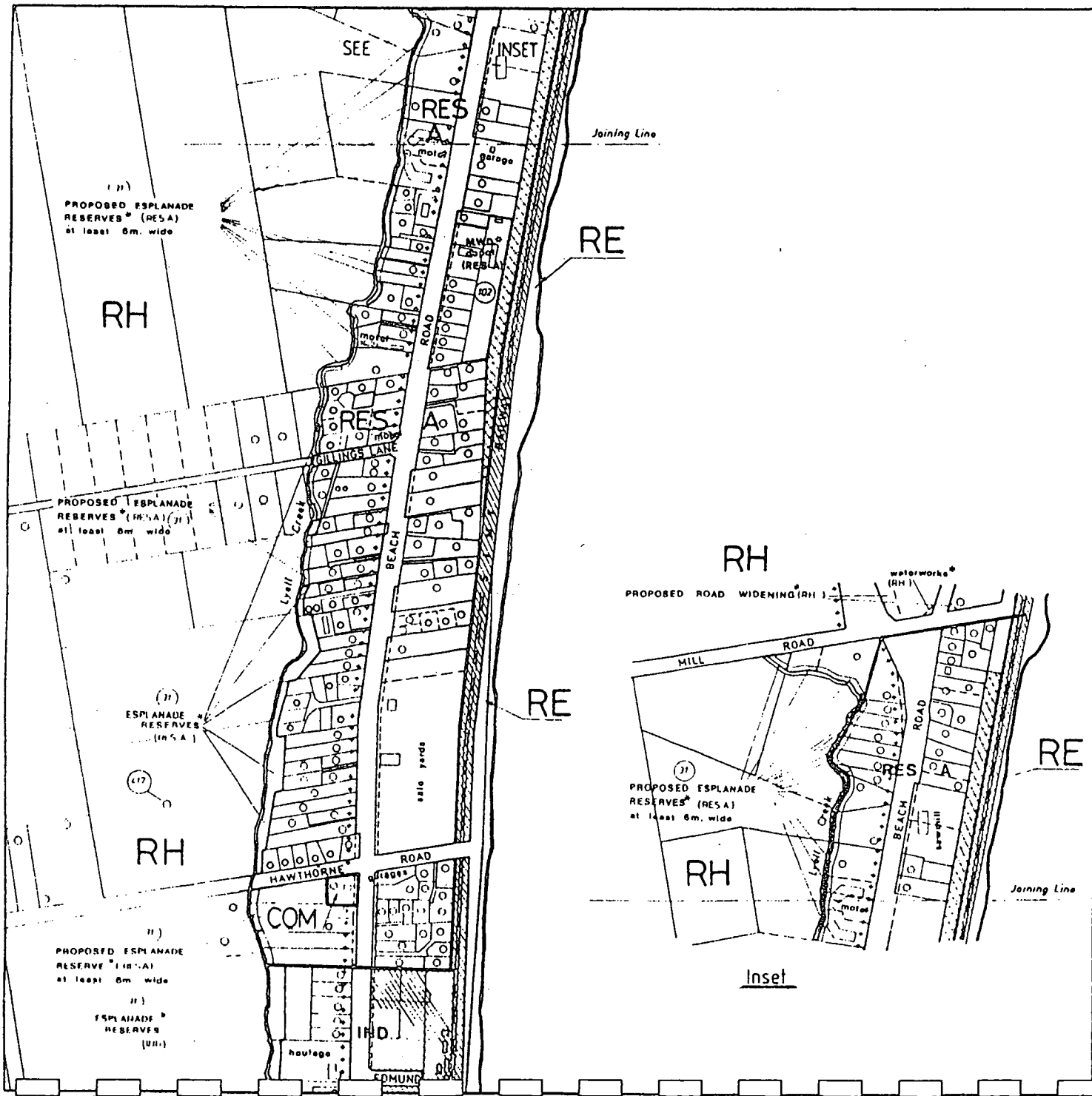
REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

178 Hereford Street, Christchurch 1 Phone 77117/9

Scale: 1 : 8000 approx.

Northpoint: Vertical

Date: August 1997



KAIKOURA COUNTY DISTRICT SCHEME DISTRICT PLANNING MAP KAIKOURA TOWN SERIES

LEGEND:

ZONES

RURAL E	RE
RURAL F	RF
RURAL G	RG
RURAL H	RH
RURAL R	RR
RURAL S	RS
RESIDENTIAL A	RES A
RESIDENTIAL B	RES B
COMMERCIAL	COM
SERVICE	SER
HIGHWAY SERVICE	HS
INDUSTRIAL	IND

SPECIAL LAND USES

EXISTING	og.	scf.ool
EXISTING DESIGNATED	og.	scf.ool*
PROPOSED DESIGNATED	og.	scf.ool*
UNDERLYING ZONE	og.	(URB)
OBJECTS & PLACES of historical or scientific interest or natural beauty	og.	(C)

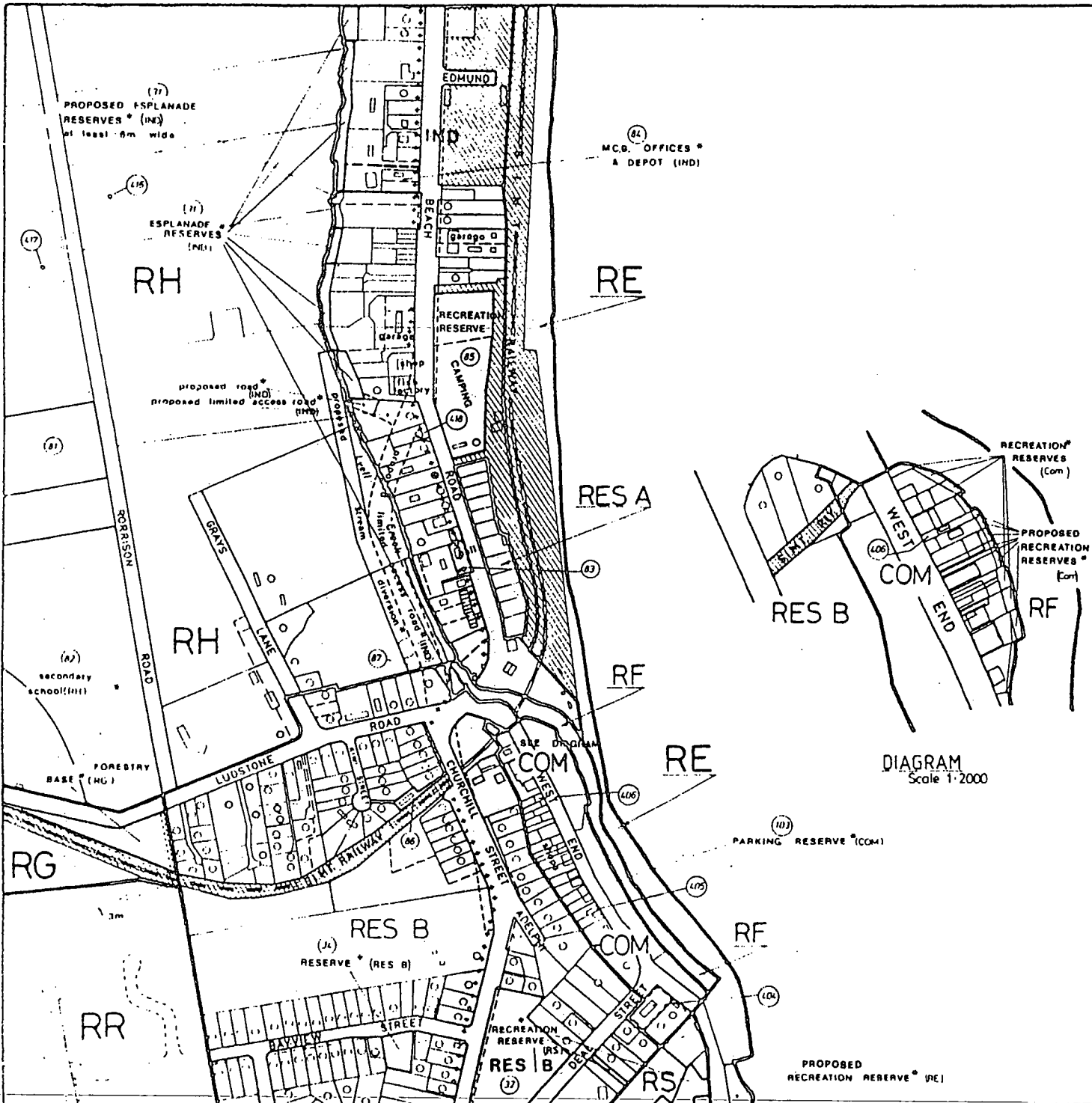
ROADS

EXISTING	
PROPOSED	
CLOSED	
WIDENING	
CLASSIFIED (see appendix D)	

RAILWAYS, DESIGNATED



COUNTY BOUNDARIES



DAVIE, LOVELL-SMITH & PARTNERS

REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

198 Hereford Street (Christchurch) Phone 790 193

BASE MAP COMPILED FROM LANDS & SURVEY RECORDS

Scale: 1 : 4000 approx.

Northpoint: True

Date: August 1967

Job 6806 Sheet 16

KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
KAIKOURA TOWN SERIES

LEGEND:

RURAL E	RE
RURAL F	RF
RURAL G	RG
RURAL H	RH
RURAL R	RR
RURAL S	RS
URBAN	URB
RESIDENTIAL A	RES A
RESIDENTIAL B	RES B
COMMERCIAL	COM
SERVICE	SER
HIGHWAY SERVICE	HS
INDUSTRIAL	IND

SPECIAL LAND USES

EXISTING	eg	school
EXISTING DESIGNATED	eg	school
PROPOSED DESIGNATED	eg	school
UNDERLYING ZONE	eg	(URB)
OBJECTS & PLACES of historical or scientific interest or natural beauty	eg	(6)

ROADS

EXISTING	=====
PROPOSED	-----
CLOSED	=====
WIDENING	=====
CLASSIFIED (see Appendix D)	=====

RAILWAYS, DESIGNATED

COUNTY BOUNDARIES

DAVIE, LOVELL-SMITH & PARTNERS
REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

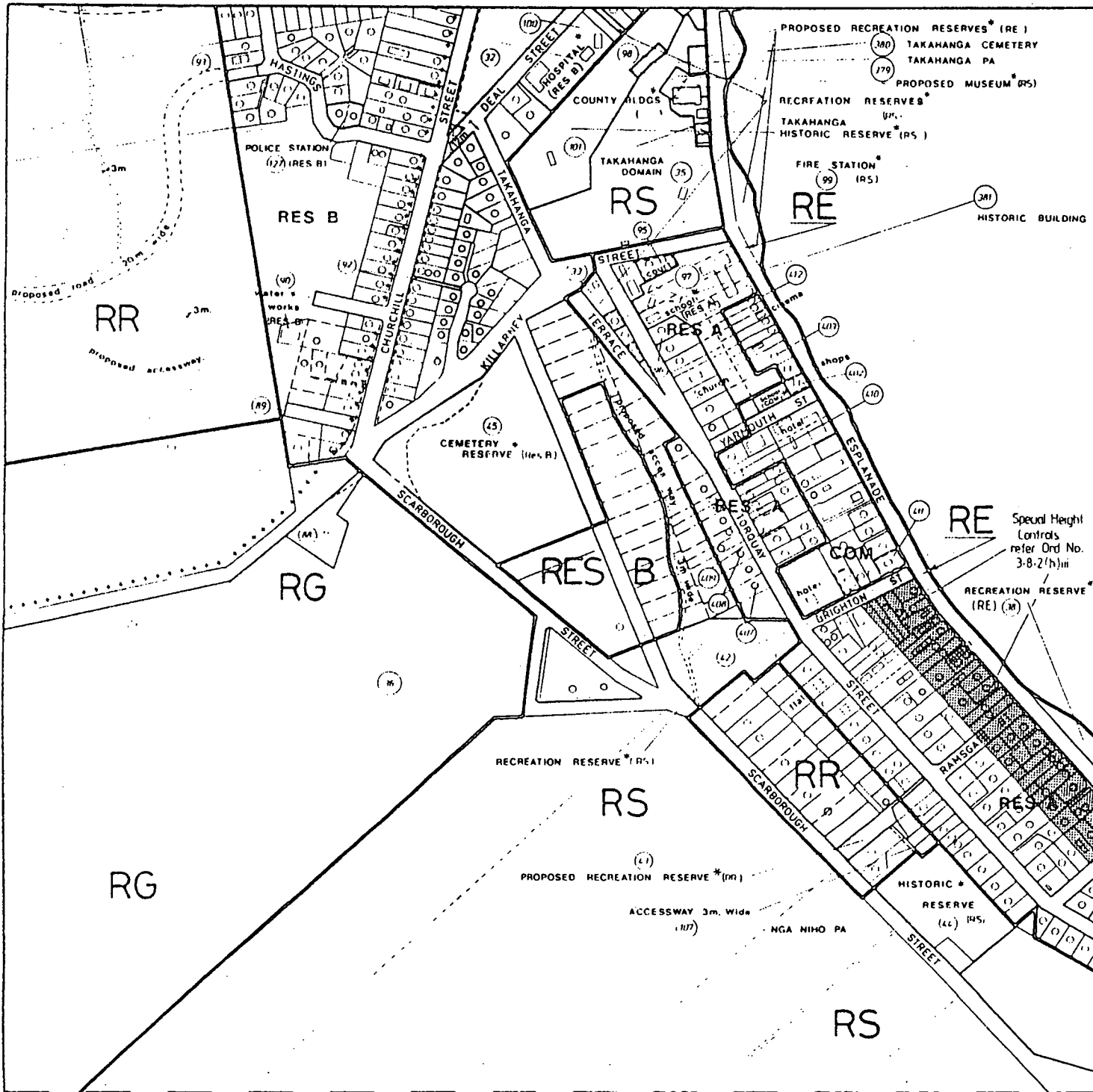
198 Hereford Street, Christchurch 1 Phone 790 793

Scale: 1 : 8000 approx.

Northpoint: Vertical

Date: August 1987

Job 6408 Sheet 17



PROPOSED RECREATION RESERVES* (RE)
TAKAHANGA CEMETERY
TAKAHANGA PA
PROPOSED MUSEUM* (RS)

RECREATION RESERVES*
TAKAHANGA
HISTORIC RESERVE (RS)

FIRE STATION* (RS)

HISTORIC BUILDING

Special Height Controls refer Ord No. 3-8-2(h)iii

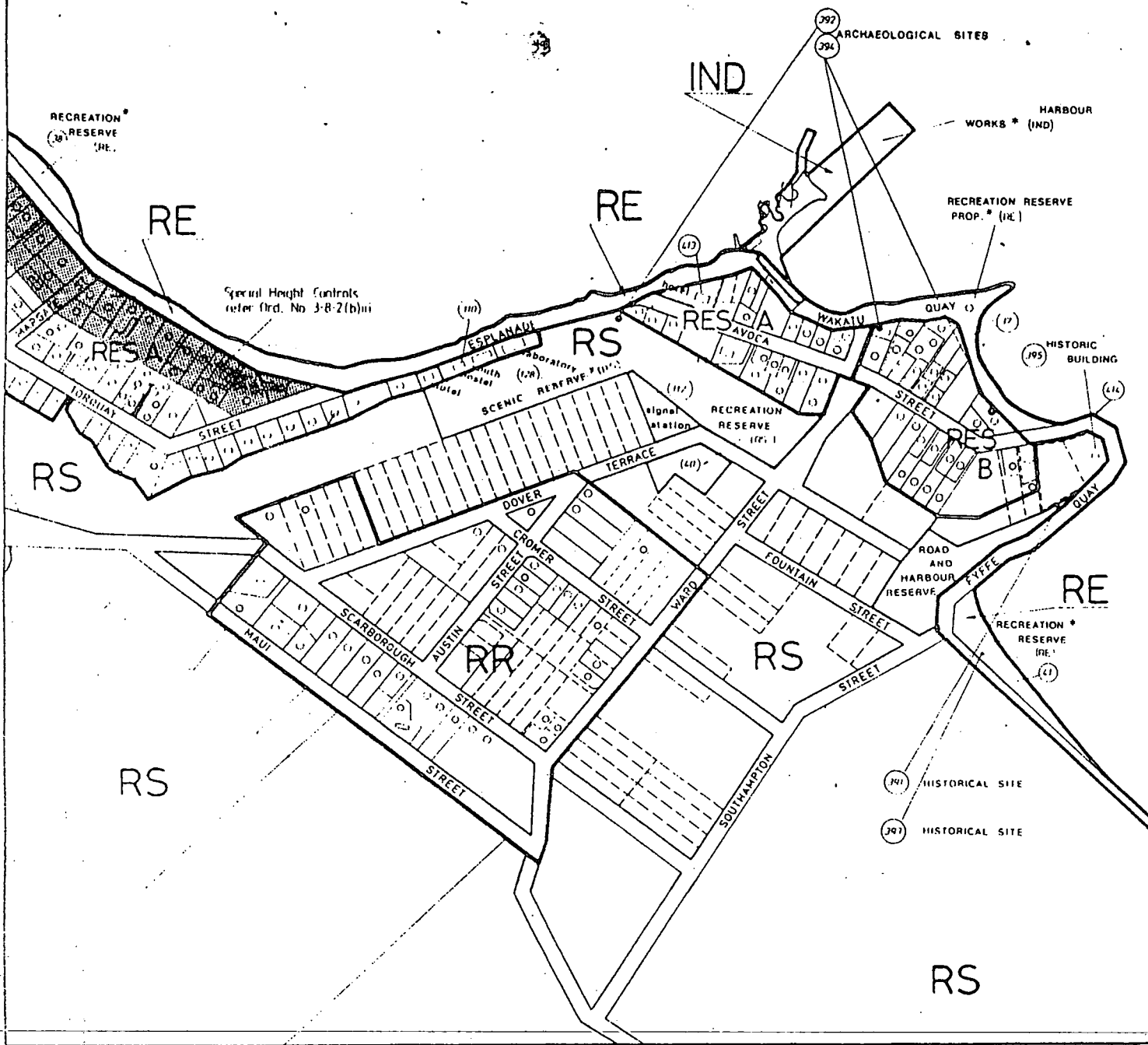
RECREATION RESERVE* (RE)

HISTORIC RESERVE (RS)

ACCESSWAY 3m. Wide (107)

NGA NIHO PA

KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
KAIKOURA TOWN SERIES



LEGEND:

RURAL E	RE
RURAL F	RF
RURAL G	RG
RURAL H	RH
RURAL R	RR
RURAL S	RS
URBAN	URB
RESIDENTIAL A	RES A
RESIDENTIAL B	RES B
COMMERCIAL	COM
SERVICE	SER
HIGHWAY SERVICE	HS
INDUSTRIAL	IND

SPECIAL LAND USES

EXISTING	eg	school
EXISTING DESIGNATED	eg	school
PROPOSED DESIGNATED	eg	school
UNDERLYING ZONE	eg	(URB)
OBJECTS & PLACES of historical or scientific interest or natural beauty	eg	(H)

ROADS

EXISTING	=====
PROPOSED	-----
CLOSED	-----
WIDENING	-----
CLASSIFIED (see appendix D)	-----

RAILWAYS, DESIGNATED



COUNTY BOUNDARIES



DAVIE, LOVELL-SMITH & PARTNERS

REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

108 Hazelard Street Christchurch 1 Phone 700 793

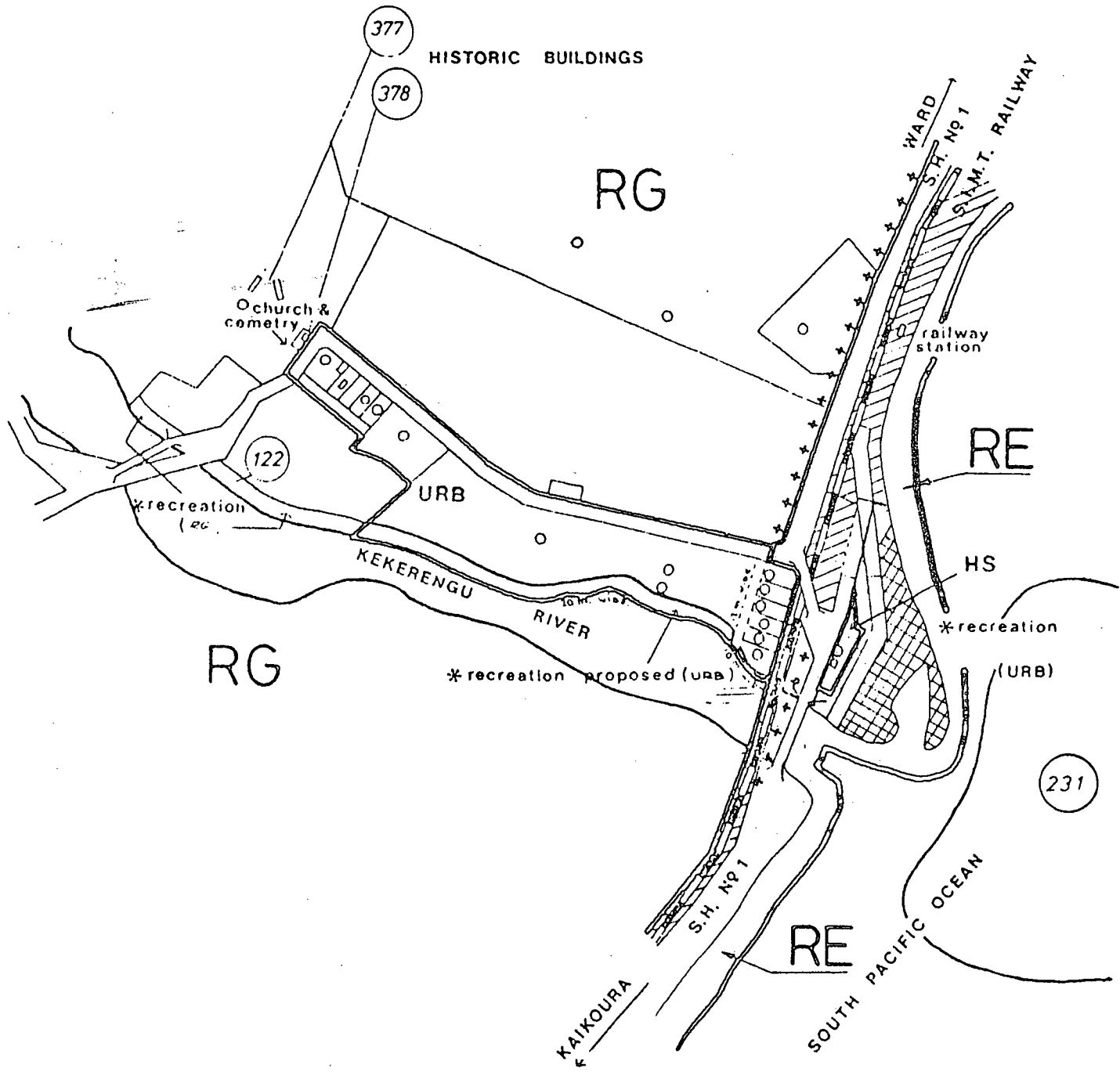
Scale: 1: 8000 approx.

Northpoint: Vertical

Date: August 1987

Job 6805 Sheet 18

KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
KEKERENGU



LEGEND
ZONES

RURAL E	RE
RURAL F	RF
RURAL G	RG
RURAL H	RH
RURAL S	RS
RURAL R	RR
URBAN	URB
RESIDENTIAL A	RES A
RESIDENTIAL B	RES B
COMMERCIAL	COM
SERVICE	SER
HIGHWAY SERVICE	HS
INDUSTRIAL	IND

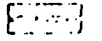
SPECIAL LAND USES

EXISTING	09	School
EXISTING DESIGNATED	09	School
PROPOSED DESIGNATED	09	School
UNDERLYING ZONE	09	(URB)
OBJECTS & PLACES of historical or scientific interest or natural beauty		

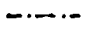
ROADS

EXISTING	---
PROPOSED	----
CLOSED	----
WIDENING	----
CLASSIFIED (see appendix D)	----

RAILWAYS, DESIGNATED



COUNTY BOUNDARIES



DAVIE, LOVELL-SMITH & PARTNERS

Scale 1:8000

**KAIKOURA COUNTY DISTRICT SCHEME
DISTRICT PLANNING MAP
RAKAUTARA**

**LEGEND:
ZONES**

- RURAL E
- RURAL F
- RURAL G
- RURAL H
- RURAL S
- RURAL R
- URBAN
- RESIDENTIAL A
- RESIDENTIAL B
- COMMERCIAL
- SERVICE
- HIGHWAY SERVICE
- INDUSTRIAL

- RE
- RF
- RG
- RH
- RS
- RR
- URB
- RES A
- RES B
- COM
- SER
- HS
- IND

SPECIAL LAND USES

- EXISTING
- EXISTING DESIGNATED
- PROPOSED DESIGNATED
- UNDERLYING ZONE
- OBJECTS & PLACES of historical or scientific interest or natural beauty

- school
- school
- school
- URB

ROADS

- EXISTING
- PROPOSED
- CLOSED
- WIDENING
- CLASSIFIED (see appendix D)

- =====
-
-
-
-

RAILWAYS, DESIGNATED

-

COUNTY BOUNDARIES

-

DAVIE, LOVELL-SMITH & PARTNERS

REGISTERED SURVEYORS
CONSULTING ENGINEERS
TOWN PLANNERS

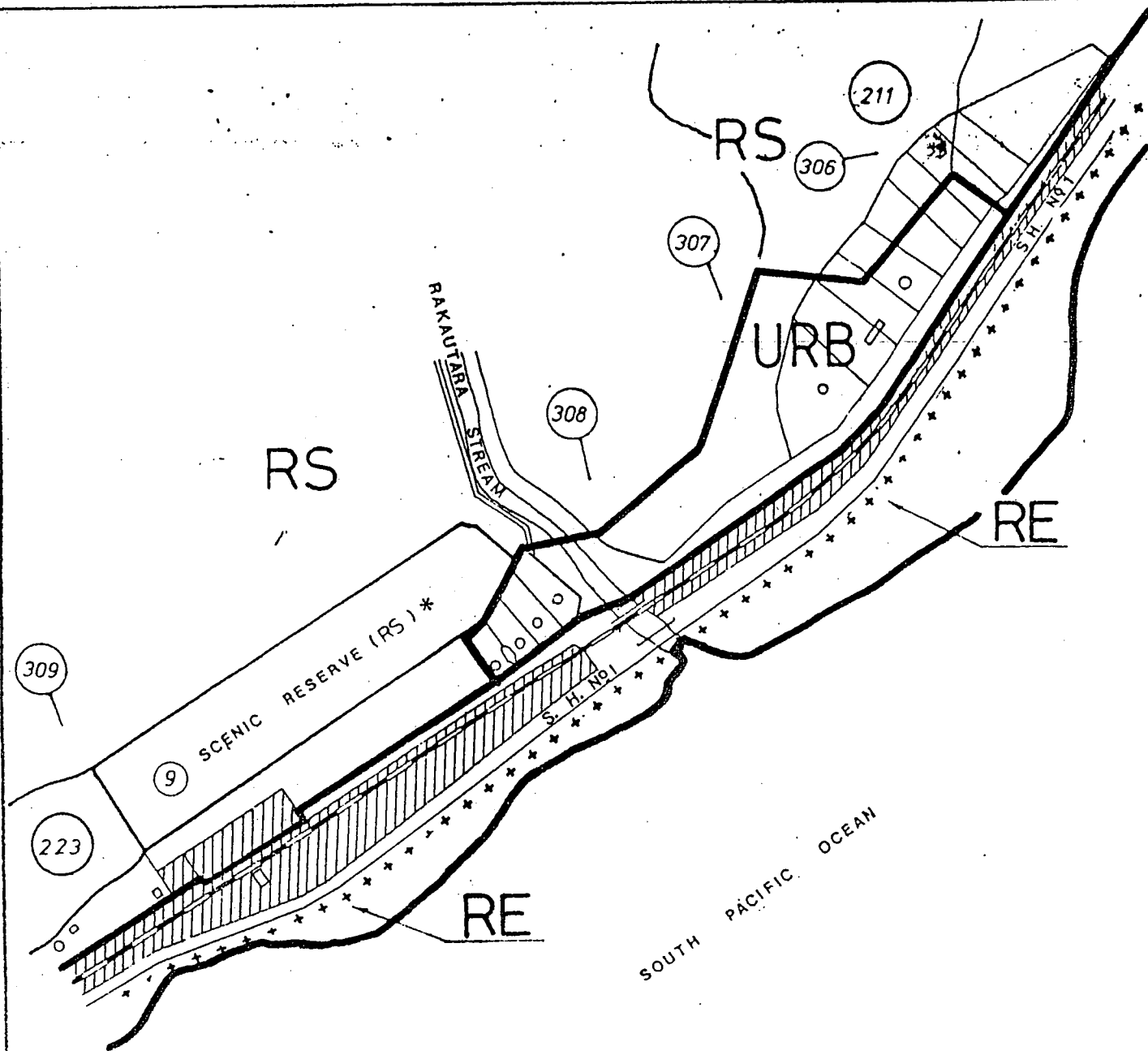
Manfred Street, Christchurch 1

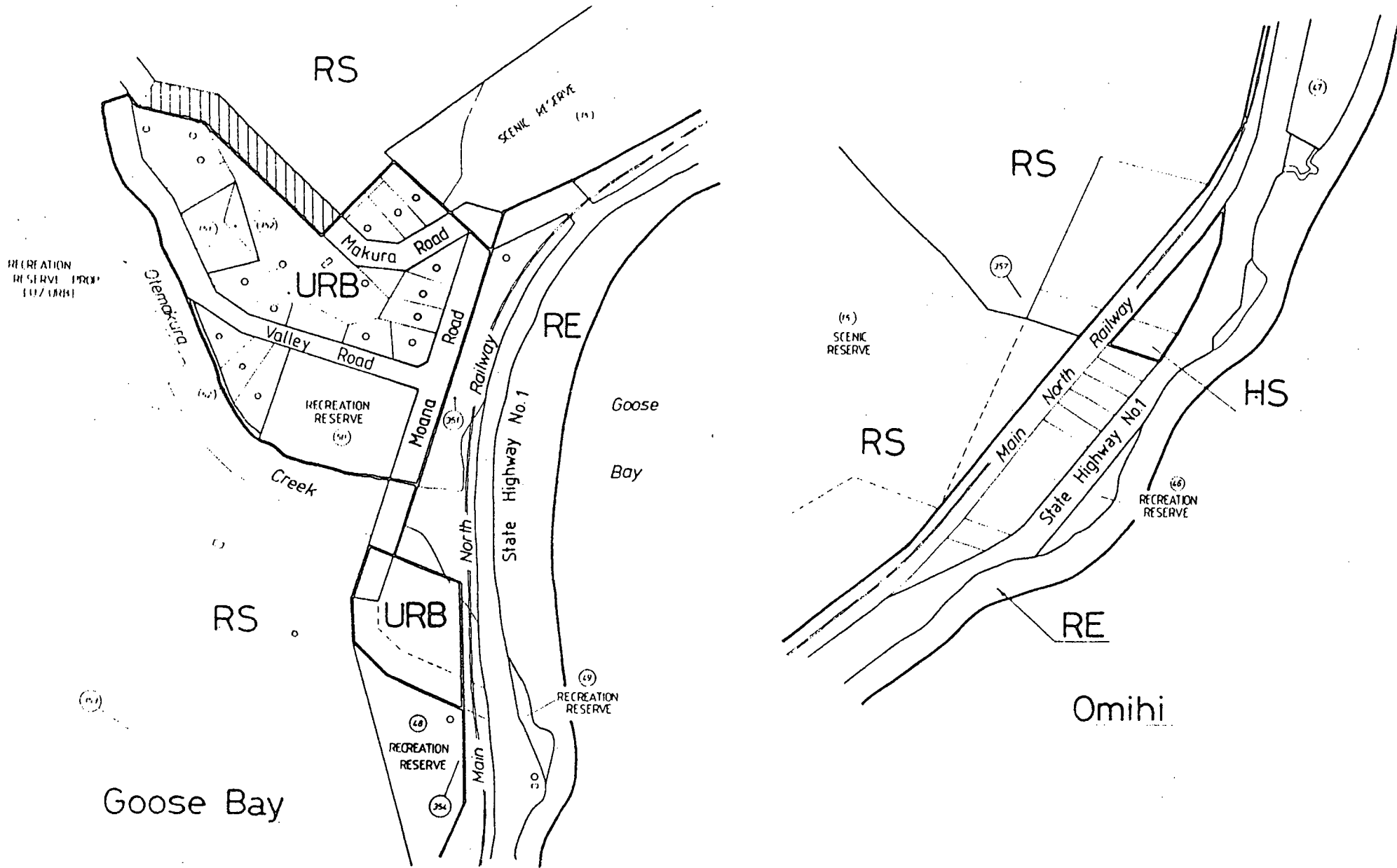
Scale: 1:8000

Northpoint: Verified

Date: August 1987

Job 8805 22





ZONE'S

RS	URB	RE	HS
SCENIC RESERVE	RECREATION RESERVE	ROAD	RAILWAY

NOTATIONS

Proposed Road	Proposed Railway	Proposed Highway	Proposed Waterway
Proposed Recreation Reserve	Proposed Scenic Reserve	Proposed Urban Reserve	Proposed Rural Reserve

Original Scale
1:2000

Prepared by
Davie Lovell-Smith
and *the*

Goose Bay & Omihi

3. DETERMINATION OF MINISTER OF FISHERIES: MARINE FARMING IN GOLDEN BAY, TASMAN BAY

Original Purpose and Intent

Determinations of the Minister of Agriculture and Fisheries under the Marine Farming Act were made to establish areas of sea that were considered by the Minister as either suitable and available for marine farming, or as areas not available for marine farming leasing and licensing. Each determination was notified in the government Gazette and had the effect of binding the decisions of the Minister as controlling authority for marine farming leases or licences.

History of Establishment

This determination was made and gazetted in July 1984 and declared that except for specific areas, the foreshore, seabed and waters of Golden Bay and Tasman Bay were to be not available for marine farming. The determination followed a study of marine farming issues in Golden Bay and Tasman Bay, by the former Nelson Bays United Council. That study recommended that certain sites in Golden Bay be available for marine farming on certain bases, and that the bays be otherwise not available. The gazette notice refers to the findings of the 1984 study. The study's relevant recommendations and plans are included with the gazette notice in this transitional plan.

Effect of the Act

The Act deems the determination to be a regional rule in the transitional regional coastal plan, having the effect of making marine farming within the meaning of the Marine Farming Act 1971 a prohibited activity in any areas as specified in the determination. This means that marine farming is a prohibited activity in Golden Bay and Tasman Bay, except in those sites identified in the 1984 study in figures 1, 2 and 3.

containing 40,000 hectares, more or less, and as more particularly shown on S.O. Plan 1165.

Dated at Wellington this 6th day of July 1984.

GEORGE F. GAIR, Minister of Transport.

(M.O.T. 43/5/6)

10

*Queen Elizabeth the Second Arts Council of New Zealand:
Designation of Administrative Local Authority for Community
Arts Council*

PURSUANT to section 36 of the Queen Elizabeth the Second Arts Council of New Zealand Act 1974 as subsequently amended under section 3 in 1977, I hereby designate the Akaroa County Council to be the administrative local authority for the Akaroa Community Arts Council.

Dated at Wellington this 5th day of July 1984.

ALLAN HIGHET, Minister for the Arts.

(I.A. Cul. 10/6/8)

6

*Areas of Golden and Tasman Bays - Cape Soucis to Farewell
Spit—Determined Not Available for Marine Farm Leasing or
Licensing (Notice No. 3286; Ag. 9/6/22/7)*

PURSUANT to section 4 of the Marine Farming Act 1971, the Minister of Agriculture and Fisheries has determined that all that area of foreshore, seabed and waters in the area from Cape Soucis to Farewell Spit, Golden and Tasman Bays, comprising the regional planning area of the Nelson Bays United Council, shall not be available for marine farm leasing or licensing under the Act, except those areas identified as available for marine farming under that Council's Marine Farming Study - Nelson Bays, March 1984.

The determination comes into effect from the date of publication of this notice and will remain in effect until such time as it is revoked or varied in accordance with the study.

Copies of the study are lodged at the offices of the Minister of Agriculture and Fisheries, Wellington and Nelson, and the Nelson Bays United Council.

Gazette notice No. 146, page 3726 of 10 December 1981 has been revoked.

Dated at 10th day of July 1984.

DUNCAN MACINTYRE, Minister Fisheries.

9

Declaration of Easement Agreement Under the Forests Act 1949

PURSUANT to section 15 (2A) of the Forests Act 1949, the Minister of Forests being satisfied as to the sufficiency of such agreement hereby declares:

1. That an agreement in favour of Ian Beverley Hopper, company director, Lawrency Gerard King, airline pilot, and Olive Stanley King, his wife, all of Pauanui, granting a right of way over the State forest land, described in the Schedule hereto, has been entered into between the said Ian Beverley Hopper, Lawrence Gerard King and Olive Stanley King as grantees and the Minister of Forests acting for and on behalf of Her Majesty the Queen as grantor.

That such agreement may be inspected at the office of the

Post Office Bonus

PURSUANT to the Po
the result of the wec
One prize off
Twelve prizes



*State Forest Land &
Saltwater Sustain*

PURSUANT to section
section 2 of the Fore
section 5 of the For
Forests gives notice th
hereto are hereby
management and uti
basis of sustained yield
as the "Okarito Sus
"Saltwater Sustained

For the purpose of
defined as the manag
supply a volume of
perpetuity as prescribe
current at any time.

WESTLAND LAND D
SUSTAIN

ALL that area of State
Whataroa Survey Di
Okarito Survey Distric
on plan 134/4, depos
Forest Service at Well

WESTLAND LAND DI
SUSTAIN

ALL that area of State
Oncone Survey Distr
Survey District, being
plan 134/5, deposited
Service at Wellington.

Dated at Oamaru 11
JONAT

NOTE: Adjacent to th
width of 200 metres o
as endorsed by the Wl

Cancellation of Vesti

NELSON BAYS UNITED COUNCIL

MARINE FARMING STUDY
NELSON BAYS

Prepared by the Maritime Sub-committee
through its Marine Farming Working
Party.

- M. Bull (convenor)
Ministry of
Agriculture and Fisheries.
- B. Ferguson
Golden Bay County
- J. Pattison
Cawthron Institute
- J. Westbrook
Nelson Harbour Board

16th November, 1982
(Amended 15 March, 1984)

RECOMMENDATIONS

It is recommended that:-

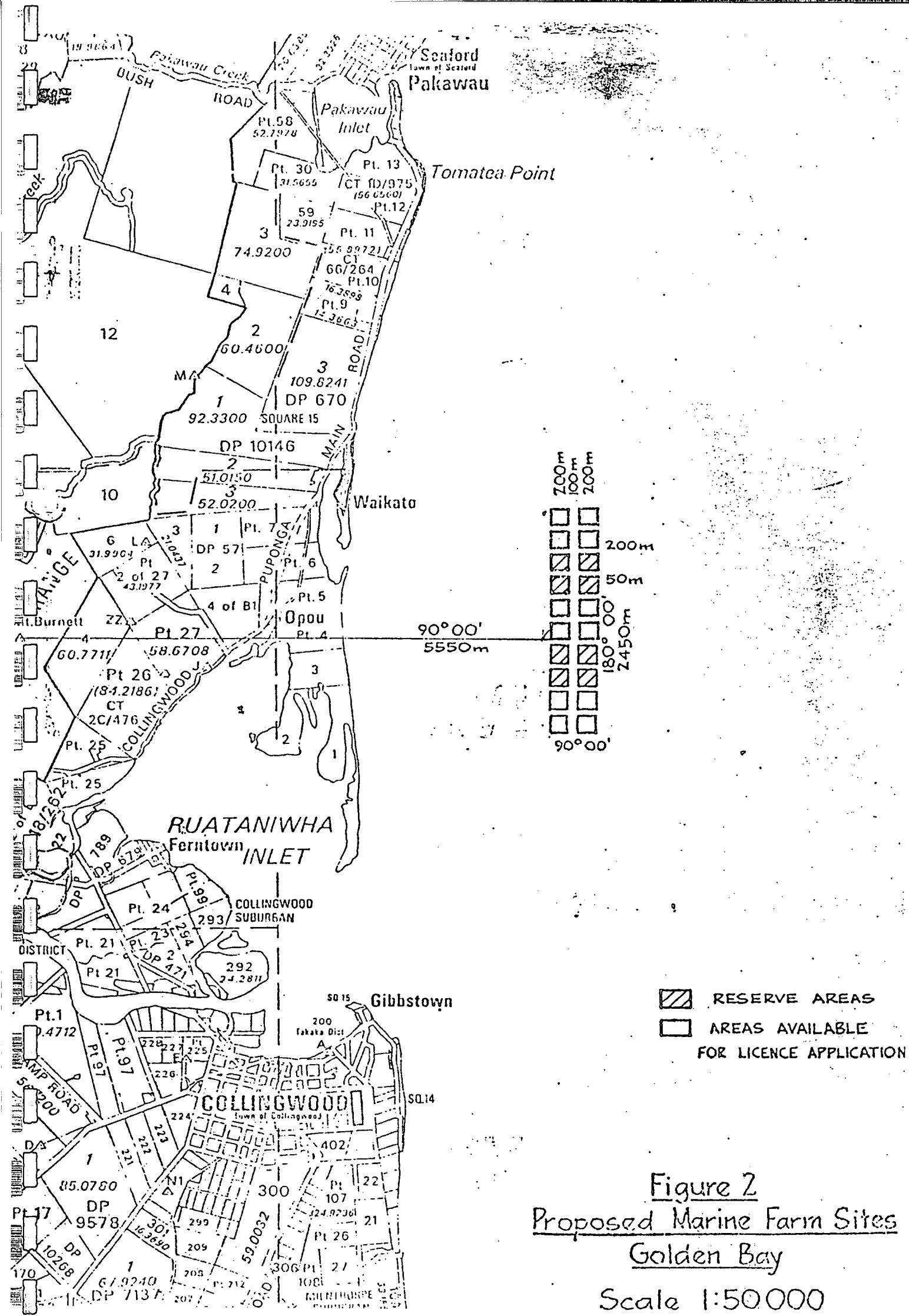
1. Those areas of coastal water lying offshore from Waikato and between the mouths of the Onekaka and Pariwhakaoho rivers, as detailed in Figures 1 and 2, be made available for marine farming purposes.
2. Those areas described in Figures 1 and 2 as "reserve" areas be set aside for experimental or commercial spat catching purposes or for later licensing as marine farming areas if it can be shown that this would not adversely affect existing marine farms.
3. A further area to seaward of the inshore Onekaka site described in 1. above be reserved for subsurface longline culture of scallops or oysters.
4. An additional area of 6 ha, as detailed in Figure 3, be made available for marine farming at Wainui Inlet.
5. The remainder of the Nelson Bays United Council coastline be determined by the Ministry of Agriculture and Fisheries to be not available for marine farming other than on an experimental basis with the approval of the Nelson Bays United Council and under the supervision of that Ministry.
6. The area available for marine farming be reviewed every five years by the United council in conjunction with the Ministry of Agriculture and Fisheries, or earlier if the need is justified.
7. The Minister of Agriculture and Fisheries be asked to consider giving some urgency to the proposed review of the Marine Farming Act and, in particular,

those provisions relating to the granting and transfer of licences to ensure that they are issued only to bona fide marine farm developers and to prevent undesirable trafficking in licences.

Notes



1. It would appear that recommendation No. 7 relating to granting and transfer of licences has been attended to by present (1984) policy on this matter. Further, it is the Ministry's intention to commence a review of the Act later in 1984.

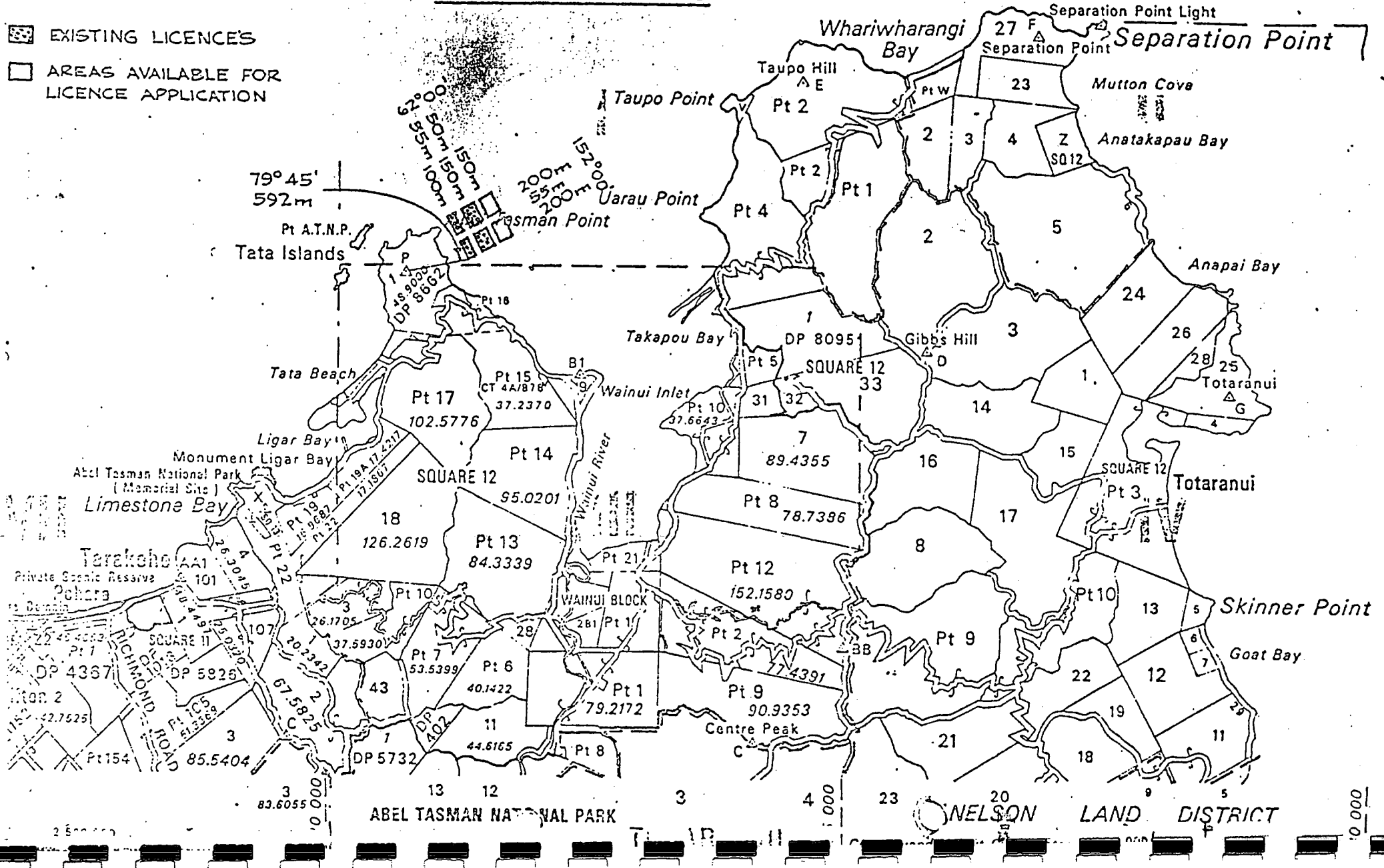
2. The former recommendation No. 8 which requested the Ministry of Agriculture and Fisheries "to ensure that the conditions attached to any licence issued for the marine farming areas in the region will ensure the early development of that form to a high standard in accordance with the planning criteria employed and with due regard to comments made in this study" has, at the time of final amendments to this study, (March 1984) been withdrawn because existing departmental policy as stated in amended Section 5.1 satisfies its requirement.



Proposed Extensions to Marine Farming Areas in Wainui Inlet

Scale 1:50 000

-  EXISTING LICENCES
-  AREAS AVAILABLE FOR LICENCE APPLICATION



ABEL TASMAN NATIONAL PARK

NELSON LAND DISTRICT

4. DEEMED FINAL WATER CLASSIFICATION:

WAIMEA INLET

Original purpose and intent

This classification was first made under the Waters Pollution Regulations, and was subsequently deemed to be a final water classification under the Water and Soil Conservation Act. The purpose of the classification under this act was to declare the minimum standards of water quality to be maintained in order to promote in the public interest, the conservation and best use of the classified waters. This meant that approved discharges of contaminated water into the classified waters could not cause a lowering of the receiving water quality below the classification, after allowing for reasonable mixing.

History of Establishment

The classification was first established by the former Pollution Advisory Council in 1967, before the former Nelson Regional Water Board was set up. The Board then administered the classification, followed by the Nelson-Marlborough Regional Council.

Effect of the Act

The Act deems the deemed classification to be a provision of this transitional plan, and for the plan to include a regional rule requiring the minimum standards of water quality referred to in the classification to be maintained after reasonable mixing, and to include an objective of this rule being to promote in the public interest the conservation and best use of the waters classified.

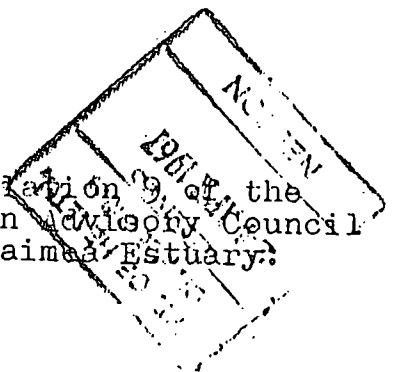
A regulation to the Act allows decisions on discharge permits affecting the classified waters, not to comply with the above rule provided certain criteria are met.

File 10/4
45-175

POLLUTION ADVISORY COUNCIL

WAIMEA - NELSON

FINAL CLASSIFICATION



Public Notice is hereby given, pursuant to regulation 9 of the Waters Pollution Regulations 1963, that the Pollution Advisory Council has made the following final classification of the Waimea Estuary:

Class SB Waters

S14:475324 to S20:554282 (Rabbit Island)

S20:588287 to S20:603286 (Tahuna Beach)

and extending 200 yards seawards at High Water Mean Spring Tides.

Class SC Waters

All saline waters enclosed by lines S14:473325 to S14:475324 and S20:554282 to S14:609309 and not otherwise classified are classified as SC Waters.

All grid coordinates refer to the South Island Division of the NZMS 1. Series - Lands and Survey Department.

Any person notified under paragraph (a) of regulation 9 referred to above and dissatisfied with any decision of the Council relating to this classification may, within a period of three months of this notice, give notice of appeal to the Secretary of the Council.

Every existing outfall from which pollutants are directly or indirectly discharged into the classified waters described above is required to be registered within three months of this notice. Applications for registration and permit are to be made to the Medical Officer of Health, Nelson, on the appropriate form (P.A.C.1 for local authorities and industries or P.A.C.2 for farms and individual dwellings). These forms are obtainable from the Office of the Medical Officer of Health, Nelson.

Failure to register an outfall discharging pollutants into the above classified waters is an offence and any person who commits such an offence shall be liable on summary conviction to a fine not exceeding £100 or, if the offence is a continuing one, to a further fine not exceeding £10 for every day during which the offence has continued.

(P.E. Muers)
Secretary
P.O. Box 2395,
WELLINGTON

May 1967

Classification of Waters.

TASMAN BAY



Boulder Bank

S.B. Green.

200 yards seawards
from H.W.S.T.

Rabbit Island.

Rough Is.

NELSON.

Bests Is. Bells Is.

S.C. BLUE.

WAIMEA INLET.

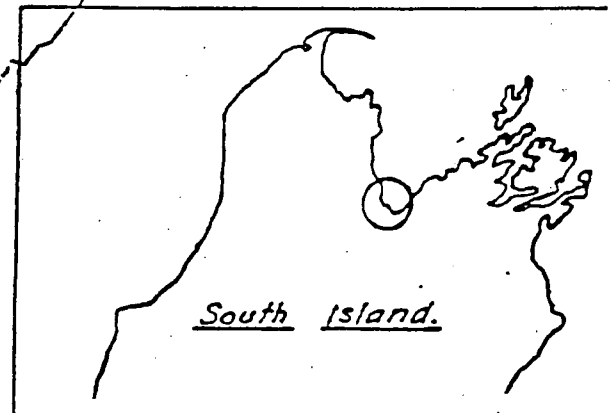
Waimoa River

P.S.H. CO

DUBER ST

S.H.G

RICHMOND



South Island.



[FIFTH SCHEDULE—continued]

- (c) There shall be no destruction of natural aquatic life by reason of a concentration of toxic substances nor shall the waters emit objectionable odours:
- (d) The natural colour and clarity of the waters shall not be changed to a conspicuous extent:
- (e) The dissolved oxygen content in solution in the waters shall not be reduced below 5 milligrams per litre:
- (f) Based on not fewer than 5 samples taken over not more than a 30-day period, the median value of the total coliform bacteria content of the waters shall not exceed 70 per 100 millilitres.
- (g) *Repealed by s. 30 (d) of the Water and Soil Conservation Amendment Act 1973.*

[SIXTH SCHEDULE

STANDARDS FOR CLASS SB WATERS

The quality of Class SB waters shall conform to the following requirements:

- (a) The natural water temperature shall not be changed by more than 3 degrees Celsius:
- (b) The natural pH of the waters shall not be changed by more than 0.1 unit and at no time shall be less than 6.7 or greater than 8.5:
- (c) There shall be no destruction of natural aquatic life by reason of a concentration of toxic substances nor shall the waters emit objectionable odours:
- (d) The natural colour and clarity of the waters shall not be changed to a conspicuous extent:
- (e) The dissolved oxygen content in solution in the waters shall not be reduced below 5 milligrams per litre:
- (f) Based on not fewer than 5 samples taken over not more than a 30-day period, the median value of the faecal coliform bacteria content of the waters shall not exceed 200 per 100 millilitres.
- (g) *Repealed by s. 30 (e) of the Water and Soil Conservation Amendment Act 1973.*

[SEVENTH SCHEDULE

STANDARDS FOR CLASS SC WATERS

The quality of Class SC waters shall conform to the following requirements:

- (a) The natural water temperature shall not be changed by more than 3 degrees Celsius:
- (b) The natural pH of the waters shall not be changed by more than 0.1 unit and at no time shall be less than 6.7 or greater than 8.5:
- (c) There shall be no destruction of natural aquatic life by reason of a concentration of toxic substances nor shall the waters emit objectionable odours:
- (d) The natural colour and clarity of the waters shall not be changed to a conspicuous extent:
- (e) The dissolved oxygen content in solution in the waters shall not be reduced below 5 milligrams per litre.
- (f) *Repealed by s. 30 (f) of the Water and Soil Conservation Amendment Act 1973.*

5. **DIRECTION OF MINISTER OF CONSERVATION:**

RESTRICTED COASTAL ACTIVITIES

Original Purpose and Intent

This direction was given to the Nelson-Marlborough Regional Council following the commencement of the Resource Management Act, to provide for government control of decisions on certain resource use activities in the coast, called restricted coastal activities, where those activities are considered by the Minister of Conservation to have significant or irreversible adverse effects on the coastal marine area.

History of Establishment

The direction was issued to the Council by letter dated 1 October 1991.

Effect of the Act

The Act provides for the direction to apply to the transitional regional coastal plan for the purpose of identifying in the plan what activities are restricted coastal activities. To this extent, the direction can be considered to be a provision of the transitional plan. The direction ceases to have effect upon the date that a proposed regional coastal plan is notified in accordance with the Act.



Office of the
Minister of Conservation

PARLIAMENT BUILDINGS, WELLINGTON, NZ PHONE 719-978 FAX 733-446

**DIRECTION UNDER SECTION 372(1)
OF THE RESOURCE MANAGEMENT ACT**

Pursuant to Section 372(1) of the Resource Management Act 1991, I, DENIS WILLIAM ANSON MARSHALL, MINISTER OF CONSERVATION, HEREBY ISSUE a direction to the Nelson-Marlborough Regional Council as follows:

1. That the activities specified in the schedule hereto are restricted coastal activities for the purposes of the Resource Management Act 1991 whether or not a regional coastal plan is deemed to be operative in the Nelson-Marlborough Region under Section 370 of the said Act.
2. That changes be made to the regional coastal plan for the Nelson-Marlborough Region deemed operative under section 370 of the said Act, identifying in that plan that the activities specified in the schedule hereto are restricted coastal activities.
3. That any application for a permission or for a coastal permit for any activity set out in the schedule hereto shall be dealt with as an application for a restricted coastal activity and considered according to the provisions of Sections 117 - 119 of the said Act.

Dated at Wellington this *13th* day of *October* 1991

Denis Anson Marshall

Minister of Conservation

SCHEDULE

1. Activities With Significant Or Irreversible Adverse Effects

<u>Activity</u>	<u>RCA Criterion</u>	<u>Effect</u>
Section 12(1(a)) Reclamations	1000m ² or 50m linear in any direction (or incremental reclamations for the same project which in sum exceed these dimensions).	Reclamations irreversibly destroy foreshore or seabed and make the resulting dry land more available for alienation.
Section 12(1(b)) Structures:		
A. which impound areas of the coastal marine area.	Impound an area of 4 Ha or more.	Impoundments alter the tidal ebb and flow and result in significant adverse effects on the enclosed area of foreshore or seabed, particularly siltation. In effect impoundment results in reclamation.
B. Solid (or effectively solid) structures placed along shore	200m or more in length (including incremental structures adding up to 200m contiguous)	Seawalls and similar structures reflect and amplify wave action, often leading to significant erosion of foreshore elsewhere. This is irreversible destruction of Crown estate or private lands.
C. Solid (or effectively solid) structures placed obliquely or perpendicular to the shoreline.	100 m or more in length	This type of structure significantly alters current and sediment over a radius of twice the structure length. The result may be significant or irreversible adverse effects on foreshore.

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Activity

RCA Criterion

Effect

D. Structures for transmission, transportation, storage or containment of materials

Structures which carry, store or contain any oil or oil products in quantities greater than 50,000 litres (for clarification this criterion includes oil-wells.)

Accidental release of oil in substantial quantities would result in significant contamination of the CMA with consequent significant adverse effects on marine living resources and requiring Crown funding of clean-up.

Section 12(1(c))

Disturb (Excavate, Drill, Tunnel etc)

i) volumes > 50,000m³ or
ii) area > 1Ha or
iii) linear > 1000m
in any 12 month period.

Disturbance of the foreshore or seabed at this scale seriously jeopardises Crown proprietary interest in land or marine living resources and has significant adverse effects on these resources.

Section 12(1(d))

Depositing substances

Dumping of dredged material in quantities greater than 50,000m³ in any 12 month period.

Dredge dumpings of this scale significantly adversely affect the dump site for very long times. Contaminants contained in the dumpings often irreversibly concentrate in food chains.

Section 12(1(f))

Introducing exotic plant species

Plant species new to NZ or new to the area of New Zealand for which the proposal relates.

The introduction of exotic species may irreversibly modify the balance of indigenous species, and result in significant adverse effects on them. Introduction of new plant species may seriously jeopardise the Crown's interest in marine living resources.

Activity

Criterion

Effect

Section 12(2)

A. Occupation of Coastal Marine Area

1. Exclude or effectively exclude public access to areas over 10 Ha.
2. Restrict public access to areas over 50 Ha.

Exclusive or restrictive occupation of foreshore or seabed at these scales has significant adverse effects on public access.

Section 12(2)

B. Removal of sand and shingle

- i) volumes > 50,000m³ or
- ii) area > 1Ha or
- iii) linear > 1000m in any 12 month period.

Removal of sand or shingle at this scale is likely to have significant or irreversible adverse effects on the CMA.

Section 15

Discharges

1. Sewage or products of sewage treatment discharged directly to the sea without passage through soil or wetland

Discharge of sewage or sewage products directly to the sea without contact with land is contrary to the principles of the Treaty of Waitangi and has a significant adverse effect on Maori. The contaminants also have a significant adverse effect on health and safety of the general public.

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