

## Appendix 6

Stability Assessment  
& Seismic Loadings

Notes  
 Peak Ground Acceleration

Drawing Title  
 Bayswater

Drawing Number  
 17367

Designed	Checked	Approved	Date	Scale
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NZ TA Bridge Manual (2013) - Section 6.2 (Fig 6-2)

- Inweighted PGA

$$R_w \cdot f \cdot g = C_{g,0.005} = PGA \Rightarrow \text{Site Class A, B, C} \Rightarrow PGA = R_w \cdot f \cdot g$$

⇒ **Causes**: From Fig 6.1 - Hoisting = 0.40

- Mopier ≈ 0.38

- Wapukarua ≈ 0.40

⇒ **R<sub>w</sub>**: From Table 3.5 (1/25, 1/70, 5)

SI 1	1/25	0.25	6.0 (S.8)
ULS (IL2)	1/50	1.00	6.5
ULS (IL3)	1/100	1.30	6.7

⇒ **f**: 1.33 Class C

1.0 Class A or B

**PGA(g)**

	R <sub>w</sub>	UAF	HAST
Class C (1.33)	0.25	0.10	0.10
Class B (1.0)	0.23	0.07	0.07
ULS (IL2)	1.00	0.39	0.41
ULS (IL3)	1.30	0.38	0.38

# Earth Pressure Coefficients

## Soil Properties

Project: Bayswater vehicles  
Proj. No.: 17367

$$\gamma := 22 \cdot \frac{\text{kN}}{\text{m}^3}$$

Unit Weight

$$\phi := 42 \cdot \text{deg}$$

Friction Angle

$$\delta := \frac{3}{3} \cdot \phi$$

Soil-Wall Friction

$$\beta := 0 \text{ deg}$$

Angle of Wall from Vertical  
(typically 1H:4V for concrete crib wall 1H:10V for timber post wall)

$$\omega_p := 0 \cdot \text{deg}$$

Slope Below Wall

$$\omega_a := 0 \cdot \text{deg}$$

Slope Above Wall

## Surcharge Above Wall

$$q := 505 \cdot \text{kPa}$$

Surcharge pressure on slope above wall  
(Calculated from Unit Weights in Table 3 and total height of 27m)

$$K_{Sa} := \frac{\cos(\phi + \beta)^2}{\cos(\beta)^2 \cdot \cos(\delta - \beta) \cdot \left(1 + \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi - \omega_a)}{\cos(\delta - \beta) \cdot \cos(\beta + \omega_a)}}\right)^2}$$

$$K_{Sa} = 0.196$$

$$K_{Sp} := \frac{\cos(\phi + \beta)^2}{\cos(\beta)^2 \cdot \cos(\delta - \beta) \cdot \left(1 - \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi - \omega_p)}{\cos(\delta - \beta) \cdot \cos(\beta + \omega_p)}}\right)^2}$$

$$K_{Sp} = 257.645$$

### Symbol

W = Weight of Block  
P = Lateral Pressure  
Q = Earthquake Loads  
R = Reaction on Base of Wall

### Subscript

S = static loading case  
Q = earthquake loading case  
a = active earth pressure  
p = passive earth pressure  
h = parallel to base  
v = normal to base  
des = design or factored

## Mononobe-Okabe

### Earthquake Coefficients - SLS1

$C_h := 0.07$  Horizontal Coefficient  
(Zone factor x Risk Factor)

$C_v := 0$  Vertical Coefficient  
(Typically nil)

### Lateral Earth Pressure Coefficients

$$\theta := \operatorname{atan}\left(\frac{C_h}{1 - C_v}\right)$$

$$\theta = 0.07$$

$$K_{Qa} := \frac{\cos(\phi + \beta - \theta)^2}{\cos(\theta) \cdot \cos(\beta)^2 \cdot \cos(\delta - \beta + \theta) \cdot \left(1 + \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi - \omega_a - \theta)}{\cos(\delta - \beta + \theta) \cdot \cos(\beta + \omega_a)}}\right)^2}$$

$$K_{Qa} = 0.238$$

$$K_{Qp} := \frac{\cos(\phi + \beta - \theta)^2}{\cos(\theta) \cdot \cos(\beta)^2 \cdot \cos(\delta - \beta + \theta) \cdot \left(1 - \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi - \omega_p - \theta)}{\cos(\delta - \beta + \theta) \cdot \cos(\beta + \omega_p)}}\right)^2}$$

$$K_{Qp} = 239.559$$

## Earthquake Coefficients - ULS

$C_h := 0.38$  Horizontal Coefficient  
(Zone factor x Risk  
Factor)

$C_v := 0$  Vertical  
Coefficient  
(Typically nil)

## Lateral Earth Pressure Coefficients

$$\theta := \operatorname{atan}\left(\frac{C_h}{1 - C_v}\right)$$

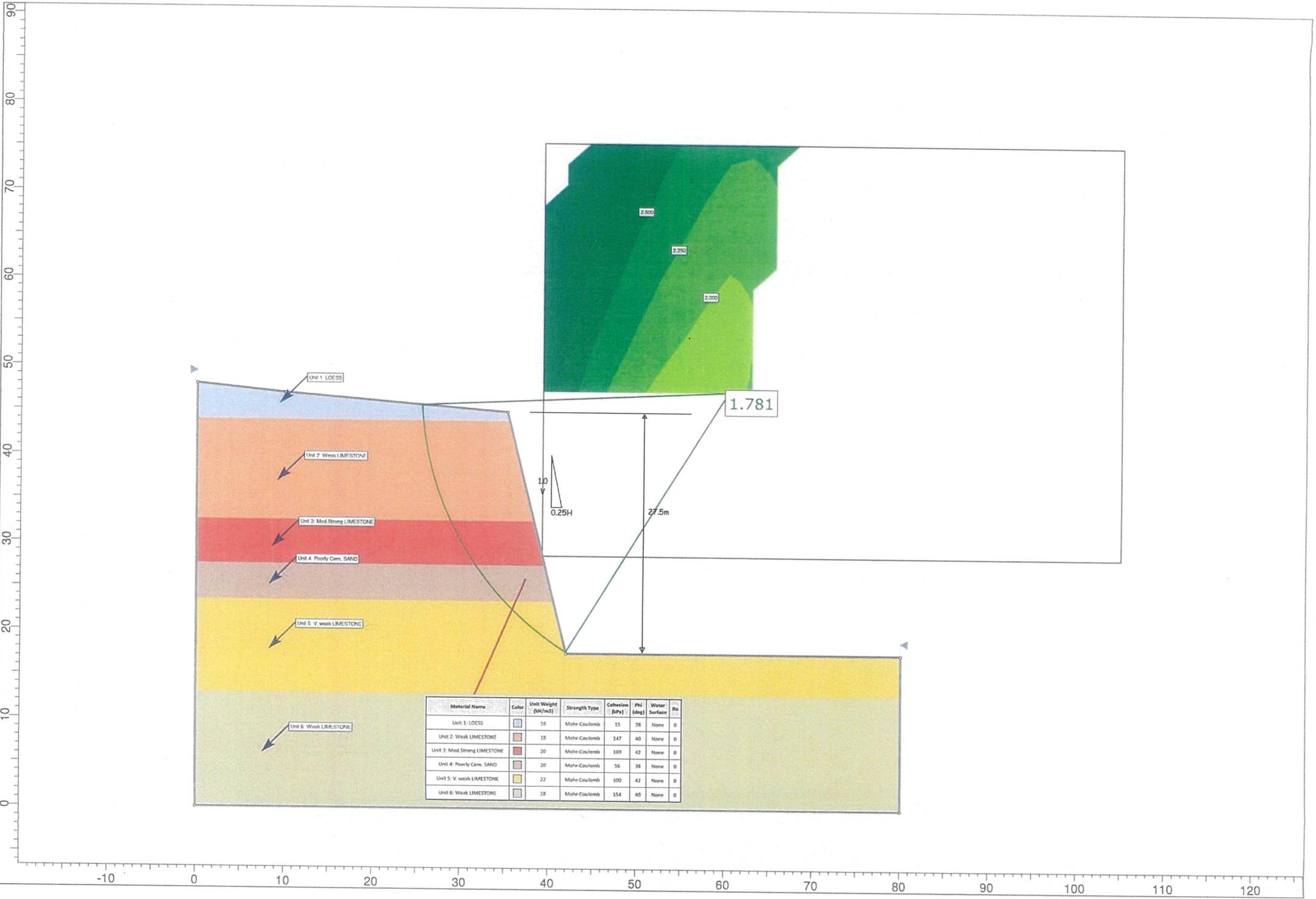
$$\theta = 0.363$$

$$K_{Qa} := \frac{\cos(\phi + \beta - \theta)^2}{\cos(\theta) \cdot \cos(\beta)^2 \cdot \cos(\delta - \beta + \theta) \cdot \left(1 + \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi - \omega_a - \theta)}{\cos(\delta - \beta + \theta) \cdot \cos(\beta + \omega_a)}}\right)^2}$$

$$K_{Qa} = 0.572$$

$$K_{Qp} := \frac{\cos(\phi + \beta - \theta)^2}{\cos(\theta) \cdot \cos(\beta)^2 \cdot \cos(\delta - \beta + \theta) \cdot \left(1 - \sqrt{\frac{\sin(\phi + \delta) \cdot \sin(\phi - \omega_p - \theta)}{\cos(\delta - \beta + \theta) \cdot \cos(\beta + \omega_p)}}\right)^2}$$

$$K_{Qp} = 159.318$$



Unit 1: LOESS

Unit 2: Weak LIMESTONE

Unit 3: Mod Strong LIMESTONE

Unit 4: Poorly Cem. SAND

Unit 5: V. weak LIMESTONE

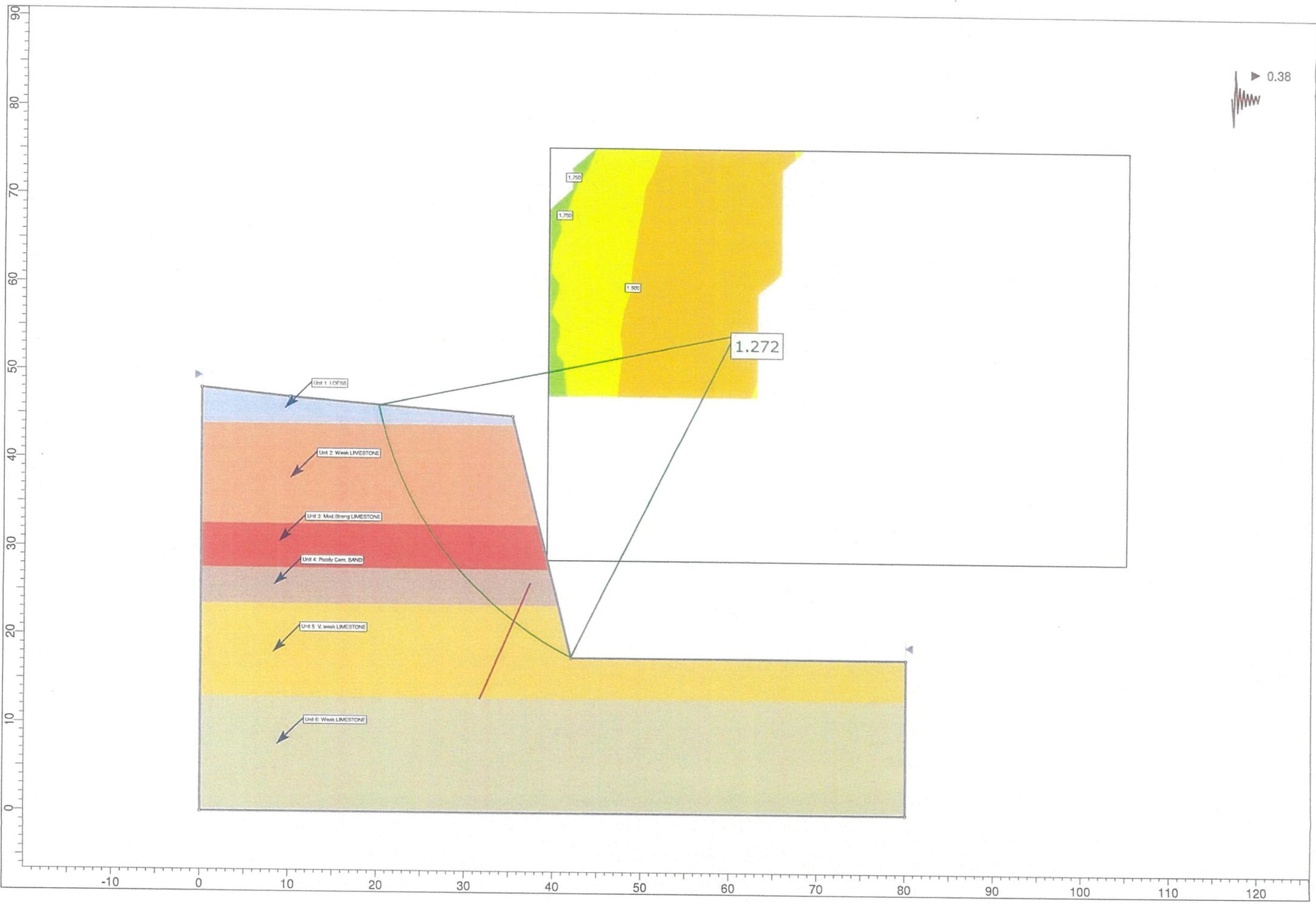
Unit 6: Weak LIMESTONE

1.781

1.0  
0.25H

27.5m

Material Name	Color	Unit Weight (kN/m <sup>3</sup> )	Strength Type	Cohesion (kPa)	Phi (deg)	Water Surface	Pu
Unit 1: LOESS	[Light Blue]	16	Mohr-Coulomb	15	38	None	0
Unit 2: Weak LIMESTONE	[Orange]	18	Mohr-Coulomb	147	40	None	0
Unit 3: Mod Strong LIMESTONE	[Red]	20	Mohr-Coulomb	389	42	None	0
Unit 4: Poorly Cem. SAND	[Brown]	20	Mohr-Coulomb	56	38	None	0
Unit 5: V. weak LIMESTONE	[Yellow]	22	Mohr-Coulomb	100	42	None	0
Unit 6: Weak LIMESTONE	[Light Green]	18	Mohr-Coulomb	154	40	None	0



## Vertical Effective Stress ( $\sigma_v'$ )

Per Unit  
( $\text{kN/m}^2$ )

with Depth  
( $\text{kN/m}^2$ )

$$6.4 \times 16 = 102.4$$

102.4

$$8.3 \times 18 = 149.4$$

251.8

$$4.7 \times 20 = 94.0$$

345.8

$$3.9 \times 20 = 78.0$$

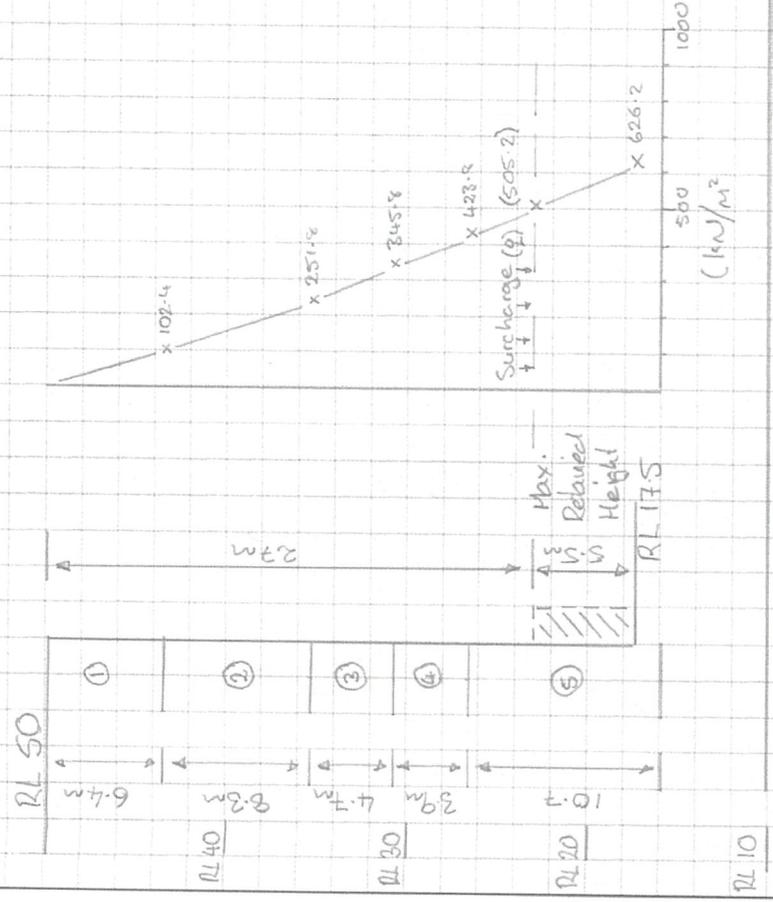
423.8

$$3.7 \times 22 = 81.4$$

505.2

$$5.5 \times 22 = 121.0$$

626.2



Using Rankine's Theory of Earth Pressure, and assuming the ground above the top of the Retaining wall acts as a Surcharge ( $q$ ) the Force due to the Active Thrust ( $P_a$ ) is determined as follows:-

The Active Pressure Coefficient is  $K_a = \frac{1 - \sin \phi'}{1 + \sin \phi'}$  (based on Unit 5)  
 $\Rightarrow 0.20$

and Active Earth Pressure behind the wall is:-

$$P_a(\text{act}) = K_a \sigma_v' - 2c \sqrt{K_a}$$

$$= (0.20 \times 121.0) - [2 \times 100] \times 0.45$$

(due to large affect of Cohesion)  $\Rightarrow -65.8 \frac{\text{kn}}{\text{m}^2}$

$$P_a(q) = K_a q \Rightarrow 0.20 \times 505.2$$

$$\Rightarrow 101.0 \frac{\text{kN}}{\text{m}^2}$$

$$P_a(\text{total}) = 101.0 - 65.8 \Rightarrow 35.2 \frac{\text{kN}}{\text{m}^2}$$



Notes  
Retaining Wall(s)  
Prelim. estimate of Active Thrust.

Drawing Title  
Bayswater Vehicles  
Sales Court Expansion

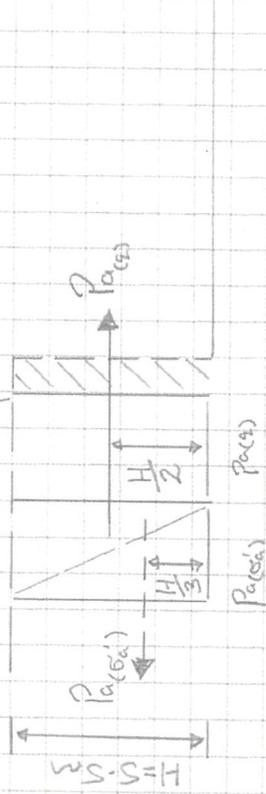
Drawing Number

17367

19/10/2

Designed: *[Signature]* Checked: Approved: Date: Score:

Active Thrust ( $P_a$ ) on the back of the wall is given by

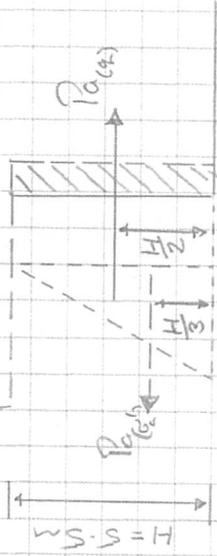


$$P_{a(0a)} = P_{a(0)} H \Rightarrow 505.2 \times 5.5 \Rightarrow 2779 \text{ kN (per m length)}$$

$$P_{a(0a')} = \frac{1}{2} P_{a(0a)} H^2 \Rightarrow 0.5 \times 65.8 \times 5.5^2 \Rightarrow -995 \text{ kN (per m length)}$$

$$P_{a(\text{total})} = P_{a(0a)} + P_{a(0a')} \Rightarrow \underline{\underline{1784 \text{ kN (per m length)}}}$$

Where there is no slope above the wall allow for traffic surcharge is  $12 \text{ kN/m}^2$  to

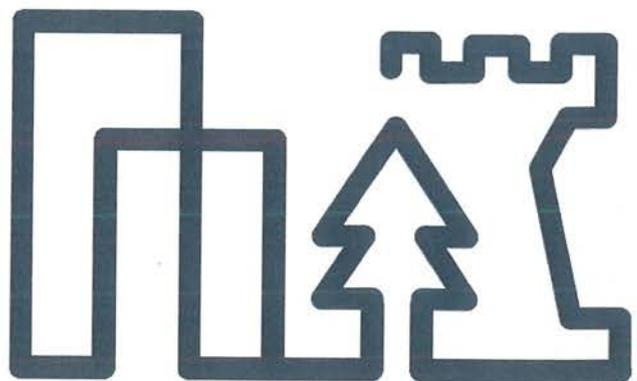


$$P_{a(0)} = K_a q H = 0.20 \times 12 \times 5.5 \Rightarrow 13.2 \text{ kN (per m)}$$

$$P_{a(0a')} = \frac{1}{2} (K_a q') H^2 = -995 \text{ kN (per m)}$$

## Appendix 4

### Visual Impact Assessment



## ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

Bayswater Vehicles Limited  
Sales Court Expansion  
Corner Carlyle Street and Faraday Street

### INTRODUCTION

The applicant is planning an upgrade to the existing Bayswater Vehicles facility on the corner of Carlyle Street and Faraday Street in Napier. As part of this upgrade, the intention is to locate a new building across 27, 29 and 31 Faraday Street (part of the wider Bayswater Vehicles Site). In order to attain the desired building size and surrounding vehicle circulation pattern, earthworks (primarily cut) will be required into the hillside which backdrops the Bayswater Vehicles site.

The Site has both Fringe Commercial Zoning and Napier Hill Character Zoning (Figure 1) under the Napier District Plan, with the proposal being considered as a Restricted Discretionary Activity.

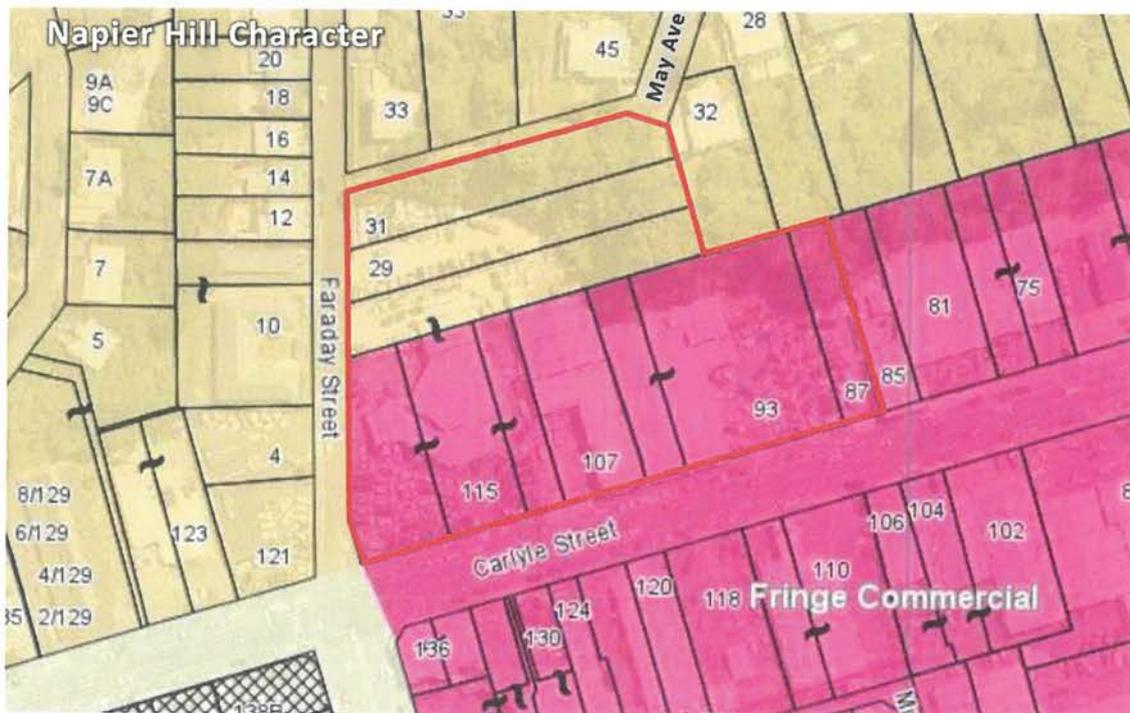


Figure 1: Site Location Map - Zoning

It is the potential effects of the earthworks on the existing landscape character and visual amenity within the surrounding area which will be the primary focus of this Landscape and Visual Effects Assessment, considering the relevant provisions of the District Plan.

This report refers to 'Napier Hill'. This being the extent of the former Scinde Island, known to local iwi as 'Mataruahou' and now commonly known as the combination of 'Hospital Hill' (western end) and 'Bluff Hill' (eastern end).

## **BACKGROUND/DESIGN INFLUENCE**

Josh Hunt from Hudson Associates first met on site to discuss this project, with Cam Drury of with Stradey, on 12 November 2018. It was at this meeting that the need to carefully consider the appropriateness and/or nature of any such cuts was expressed. However, the approach taken has been to include Hudson Associates in the design process to enable a site response which will mitigate the potential adverse landscape and visual effects.

The key consideration, in relation to landscape and visual amenity, has been to soften the appearance of the vertical cut and reduce the overall scale of a blank wall/cut. Following a wider site visit and consideration of the relevant District Plan provisions, a team meeting was held on 3 December which included Bayswater (Applicant), Stradey (Planning), Cheal (Geotechnical), ADA Designers (Architectural) and Hudson Associates (Landscape). At this meeting the need to carefully consider the appropriateness and/or nature of any such cuts was expressed to the team, with the outcome being a direction for Ian Jennings (Cheal) and myself to carefully consider the options and potential mitigation options.

The following day Ian Jennings provided four options for altering the cut profile along the boundary with 32 May Avenue (Attachment 1 – Attached as a working document to show our conceptual process). These cut profiles (Option A, B Ca & Cb) were then modelled in CAD software and considered in the context of a working 3d simulation to help explore the visual implications. The preferred approach was then refined by modifying the benched profile option (Option B) so that each bench (0.75m wide) was separated by a vertical height of approximately 4m. This potentially allows for a 12m reduction to the overall height of a central portion of the largest cut face. It will also allow for planting to be established on each of these benches.

Furthermore, we had discussed the inclusion of direct planting into the hillside cut for the upper portion which is not able to be benched. While a 0.75m bench is considered to be narrow, it will provide enough space to establish planting using this methodology.

The trade-off for a wider bench is the reduction in the number of benches (from 3 down to 2). It is considered that there will be greater benefit in having three benches, which extend further down the exposed face, than providing for a lesser number of wider individual benches.

Connecting the bench levels will also be a series of ladder-like structures which will enable the bench planting to more readily attach to the newly exposed vertical face. There is an example of this which has been used in Plimmerton along State Highway 1 Wellington at the Steyne intersection. Over time, it is possible to see how this has helped establish the vegetation (Figures 2, 3 & 4).

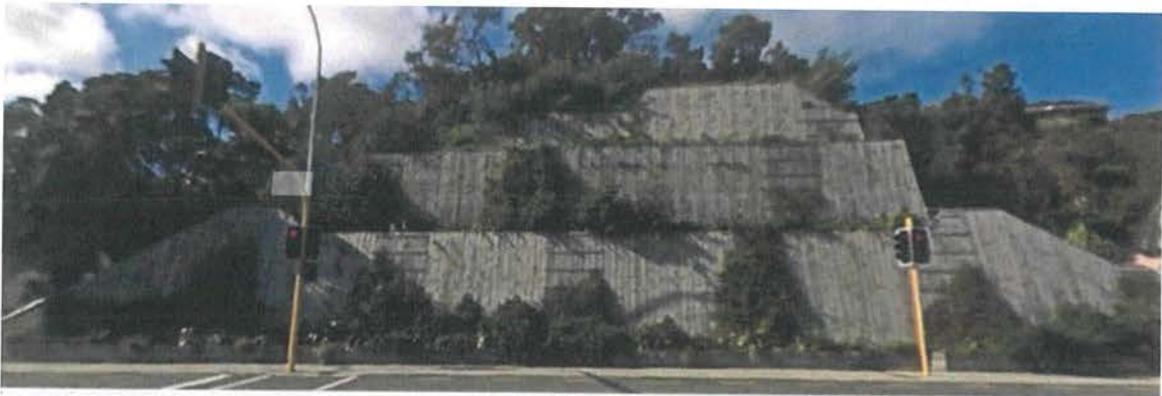


Figure 2: Plimmerton Example - 2008



Figure 3: Plimmerton Example - 2013



Figure 4: Plimmerton Example - 2017

## METHODOLOGY

The outcome of the collaborative approach outlined above (Attachment 2 – Landscape Treatment) has been the basis for the following assessment of effects. This assessment of landscape and visual effects is primarily concerned with the effects on the landform of Napier Hill and the resulting impact upon the amenity of the immediate area. The method used to assess effects involves looking at the physical changes being proposed in the context of the existing environment, and how this change will be perceived; the scale, type and intensity of change, and the nature of the audience who would experience the change.

When considering the level of effect, the following scale has been adopted from the Quality Planning website to assist categorising the potential impact of landscape and visual change:

- **Nil Effects**  
*No effects at all.*
- **Less than Minor Adverse Effects**  
*Adverse effects that are discernible day-to-day effects, but too small to adversely affect other persons.*
- **Minor Adverse Effects**  
*Adverse effects that are noticeable but will not cause any significant adverse impacts.*
- **More than Minor Adverse Effects**  
*Adverse effects that are noticeable that may cause an adverse impact but could be potentially mitigated or remedied.*
- **Significant Adverse Effects that could be remedied or mitigated.**  
*An effect that is noticeable and will have a serious adverse impact on the environment but could potentially be mitigated or remedied.*
- **Unacceptable Adverse Effects**  
*Extensive adverse effects that cannot be avoided, remedied or mitigated.*

## THE PROPOSAL AND STATUTORY CONTEXT

The applicant is planning an upgrade to the existing Bayswater Vehicles facility on the corner of Carlyle Street and Faraday Street in Napier, with the general layout (Figure 5) indicated in the Bayswater Site Plans supplied by ADA Designers. In order to achieve the desired site layout and internal circulation, earthworks (primarily cut) will be required into the hillside at the back of the Bayswater Vehicles site.

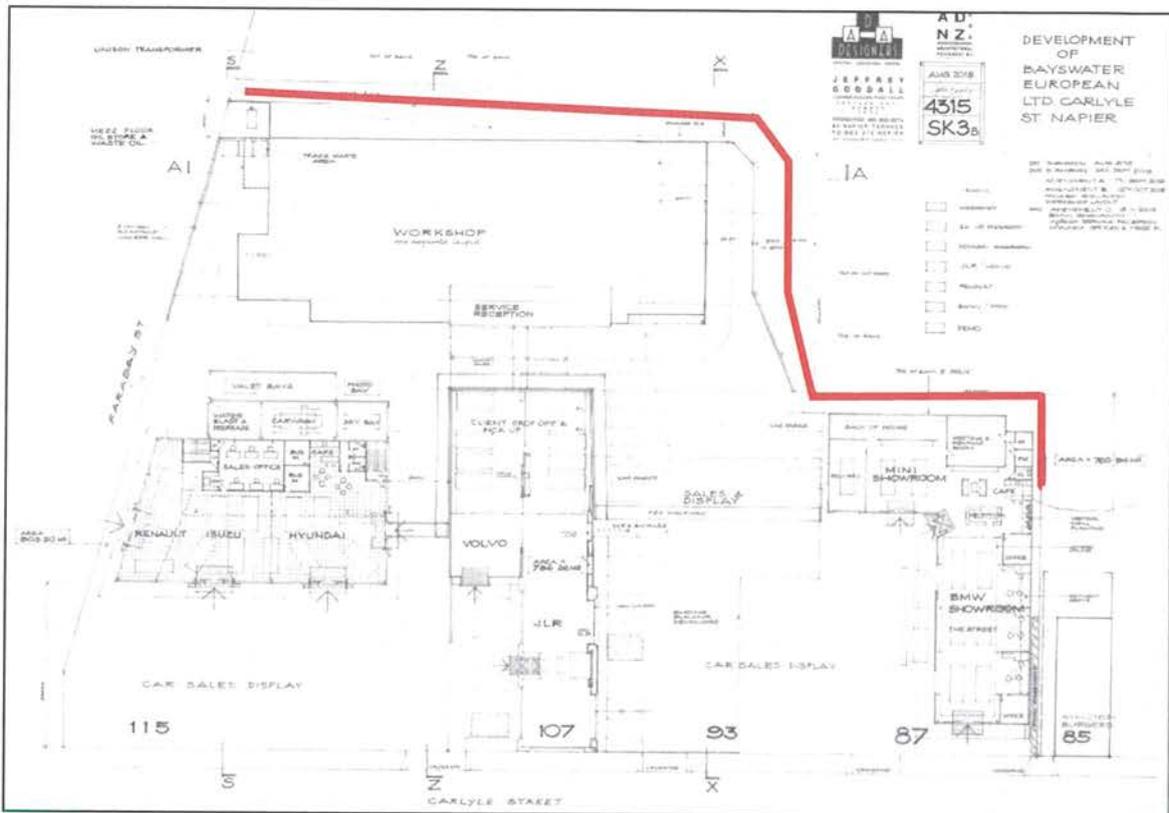


Figure 5: Site Plan – ADA Designers (Indicative location of cut face in RED)

The Napier District Plan also provides some direction for activities such as this proposed forecourt expansion and associated earthworks. In relation to earthworks, the following is identified as a resource management issue:

**52A.2.2 - Inappropriate earthworks can negatively impact on visual amenity.**

*A large scale earthwork has the potential to irrevocably scar the landscape if undertaken without the necessary controls to mitigate against adverse effects. Without the ability to reestablish vegetation on, or over, modified land, the visual effects can be a dominant feature on the landscape for many years resulting in a degradation of amenity.*

The following provisions are considered particularly relevant in managing this issue:

**52A.3.1 - Require the repasture or revegetation of land where vegetation is cleared in association with earthworks.**

**52A.3.4** - Control earthworks to ensure that they will not adversely affect the natural and physical environment, and the amenity of the community, adjoining land uses, historic heritage values and culturally sensitive sites.

The assessment criteria in Chapter 52A.21 against which resource consent applications are to be assessed is also relevant:

**52a.21** Assessment Criteria (2) Earthworks - Visual Impact

a) The visual effects of the activity will be assessed in terms of its potential effect on:

ii) The existing character of the locality and amenity values.

b) In making that assessment regard shall be had to:

i) Planting, screening and other amenity treatment to minimise visual impact.

ii) Site location including locality, topography, geographical features, adjoining land uses.

iii) Height of soil stockpiles and cuttings.

iv) Rehabilitation of the site, including contouring, landscaping and re-vegetation.

Finally, 52A.22(4) assists the assessment by outlining the reasons for the rules around excavation earthworks:

**52a.22** - Principle Reasons for Rules (4) Excavation

*Excavation Limitations on the height and scale of cuts are in place to avoid unsightly scarring of the landscape particularly in areas where they will be highly visible. Large scale cuts beyond the permitted rules will therefore be subject of resource consent which will provide the Council with controls to control earthworks when they are of a scale not envisaged by District Plan rules and have potential safety issues.*

It is with this background and these particular provisions in mind that the following assessment has been undertaken. These items of the Plan also helped to inform the consideration of the earthworks cut profile which includes a series of benched terraces and planting (Attachment 2).

## EXISTING ENVIRONMENT

The application site is located on the corner of Carlyle Street (an Arterial road) and Faraday Street (a Local road). While the majority of the site is generally flat, being within one of the Napier City commercial precincts, the northern portion of this site backs onto Napier Hill.

The application site is located at the western extent of the Napier Fringe Commercial zone which extends along Carlyle Street from the CBD. The streetscape of this area is dominated by pavement (with very little existing vegetation), large scale signage, cars (sales yards and parking) and results in a distinctly commercial character at the site and to the east (Figure 6). The block to the west of the site (on the northern side of the road) still retains a commercial character as 2/3rds of the road frontage (between Faraday Street and Chaucer Road) is occupied by commercial activities (Figure 7 – Commercial frontage indicated by Purple Line, Residential Frontage indicated by Yellow Line).



Figure 6: Carlyle Street Commercial Context



Figure 7: Carlyle Street Commercial Context

Beyond Chaucer Road the scale of development reverts to a portion of residential dwellings. There is also a row of residential sections heading up Chaucer road which quickly transitions into a smaller scale residential environment as you head away from Carlyle Street and a public walkway adjoins the northern boundary of the site (connecting Chaucer Road and May Avenue).

The southern half of the Napier Hill perimeter is predominantly backed onto by either Fringe Commercial or Suburban Industrial Zoning, which results in a distinct development composition. This consists of larger scale industrial/commercial activates located around the base of the hill, with a vegetated band sitting below the residential dwellings perched on the terrace edge (Figure 8).



*Figure 8: Pattern of dwellings perched along the edge of Napier Hill with a vegetated band below*

Earthwork modifications to the perimeter of Napier hill are also common. For example, the 30m backdrop to Smith & Smith (Figure 9), approximately 500m west of the application site, appears to have been excavated with the result being a few open faces of exposed earth and extensive reestablishment of vegetation.



*Figure 9: Vegetation and cut faces behind Smith & Smith*

The next property west from here, the Caltex on Hyderabad Road, is backed by a 15m high bench which has been cut into the hillside (Figure 10).



Figure 10: Bench cut behind Caltex

The backdrop to Craven Terrace, approximately 500m east of the application site also appears to have been excavated and now has an almost vertical 30m high hill face which has successfully re-established a vegetative cover (Figure 11). There are other examples of cuts into Napier Hill around its entire perimeter.



Figure 11: Vegetated vertical face back-dropping Craven Tce

It is somewhat surprising that vegetation establishes so well on the face of Napier Hill. In areas that have been modified by earthworks, exotic species re-establish in a relatively short time-frame and cover much of the exposed earth with spreading vegetation (Figure 12). It is even possible to find wilding pines establishing on a near vertical face (Figure 13). These factors highlight the inherent fertility of the cross-bedded sandstone and limestone geology of the Scinde Island Formation which encircles the Napier Hill escarpment.



Figure 12: Vegetation cover on exposed face



Figure 13: Wilding pines establishing on near vertical face

The mention of other earthworks example undertaken around Napier Hill is simply to illustrate that the existing character of the wider Napier Hill environment contains modifications. The numerous cuts that have been required over the years for walkways, roads, residential dwellings and business activities all contribute to the modified character of this location.

#### **VIEWING AUDIENCES AND VISUAL SIMULATION**

The visual effects of any development will vary for different viewing audiences. Based on the three site visits that have been undertaken, it is considered that the viewing audience most likely to observe the change will be motorists, cyclists and pedestrians travelling along Carlyle Street. Views toward the site also exist from the properties located at 10 (block of flats) and 12 Faraday Street. There are also lines of sight to the proposal from the wider area.

In order to illustrate the scale of the earthworks and likely effects which may result from this proposal, one visual simulation has been prepared (Attachment 2 – DWH 64-02). The location of this viewpoint is from the southern side of the Carlyle Street and Faraday Street intersection, looking directly toward the site as this is considered to be the most prominent location to view the earthworks change. The simulation modelled the scenario outlined in Figure 14 (Attachment 2: DWG 64-01), and included the proposed new building mass as well as the resulting cut with associated benches and recommended planting.



Figure 14: Vegetation cover on exposed face

## ASSESSMENT OF EFFECTS

The potential adverse effects on the landscape and visual amenity are important considerations that need to be addressed in relation to the existing character of the site. At this time the entire Bayswater Vehicles site is being used by this commercial activity (Showrooms, workshop, car display/storage etc.) and it is part of a much wider commercial presence along Carlyle Street which has typically larger scale buildings and signage, with this streetscape character having been described in the Existing Environment section earlier in this assessment.

One additional consideration is that, from my understanding, it would be permitted for the applicant to undertake clearance of all of the vegetation across the hillside of their property. A limited amount of clearance is already being planned, as a number of pine trees have established and need to be removed so that they do not cause any damage to the buildings below. Clearance of all the vegetation would be a noticeable change from the current appearance of the vegetated backdrop and is an unambiguous baseline against which the proposed change should be considered.

While it is accepted that the final layout of the proposed buildings will be reliant on the earthworks component of this application, it is also my understanding that the scale, bulk and general location of the buildings within the Fringe Commercial Zone 'in front' of the cut can be constructed a height of

10m or greater depending on the scenarios in Condition 17.13 adopted. This would mean that, at least, from the road frontage of Carlyle Street and Faraday Street, buildings of the scale proposed, at least to some degree over the footprint proposed can be constructed as permitted. . This plays into consideration of the earthworks effects, as the buildings provide a significant level of screening in front of where the earthworks are to be undertaken.

While the sensitivity of any individual viewer will vary based upon their own values, overall the prominence of the proposed earthworks will be influenced largely by the direction of travel (heading east along Carlyle Street would be more sensitive than heading west) and the proximity to the site (the area within approximately 120m of the earthworks will be more sensitive than locations beyond that distance).

#### *Visual Effects*

##### *Viewpoint 1 - Carlyle Street and Faraday Street Intersection*

This is the most prominent location for viewing the proposed change (Figure 15). An uninterrupted and almost vertical cut rising up above the new buildings to the boundary with 32 May Avenue would have been considered noticeable and to have an adverse impact, which would equate to a more than minor effect on the ranking scale outlined in the Methodology above.

However, with the mitigation measures proposed (creation of benches and implementation of planting) through the design response outlined in Attachment 2, the overall level of effect on visual amenity is considered to be less than minor.



*Figure 15: Photo from Carlyle Street and Faraday Street Intersection*

### *Viewpoint 2 - 137 Carlyle Street*

This location (Figure 16) is approximately 100m west of the application site. The streetscape frontage is a mix of commercial and residential activities which provide a visual screen through the buildings along this stretch of road. The existing vegetation also further screen the application site, however these are not relied upon for screening or mitigation. Due to the distance away from the proposed earthworks, this location along Carlyle Street is considered to have nil effect on visual amenity.



*Figure 16: Photo from 137 Carlyle Street*

### *Viewpoint 3 - Carlyle Street and Owen Street Intersection*

This location (Figure 17) is approximately 70m west of the application site. The streetscape is dominated by commercial activities while the major earthworks will be contained around the corner and are out of view from this location. There will however be some lower earthworks visible from this viewpoint, however given the percieveable scale and urban context the proposal is considered to have nil effect on visual amenity from this location along Carlyle Street.



*Figure 17: Photo from Carlyle Street and Owen Street Intersection*

#### *Viewpoint 4 - Properties 10 & 12 Faraday Street*

This location (Figure 18) is considered to be the most prominent location for static views (unlike all of the other viewpoints discussed which primarily have a transient viewing audience). Factoring in that the hillside vegetation within the Bayswater property could be cleared away, the proposed new building on the development site across the road from these properties will provide a degree of screening to the earthworks backdrop, the building itself will be a tidy upgrade to the existing yard and the mitigation planting associated with the earthworks/benching will reduce the overall impact of the cut face at its highest point. With the mitigation measures proposed, the overall level of effect on visual amenity is considered to be less than minor.



*Figure 18: Photo from outside 10 & 12 Faraday Street*

#### *Viewpoint 5 – Kennedy Road and Owen Street Intersection (Example of wider views)*

This location (Figure 19) is a representative example of wider views that can be obtained towards the application site, which is approximately 380m away from the application site. Although there will be a change to the landform, the distance away from the site and existing built environment are considered to reduce the effect on visual amenity to a nil effect.



Figure 19: Photo from Kennedy Road and Owen Street Intersection

### *Landscape Effects*

When considering the scale of change being proposed by this application, the existing and wider environment are fair indicators of what the landscape is able to accommodate. There are a number of other vertical faces of a similar height located around Napier Hill which have successfully reestablished vegetative cover, and which are now screened and consequently not out of place in this environment. While the volume of earthworks required is considered to be sizeable, in my opinion, it will not have a significant impact on the existing landscape character of Napier Hill or the immediate locale after mitigation.

The act of clearing the existing vegetation (predominantly exotic), would result in an exposed hillside scar that would be commensurate with the level of effects associated with this proposal, and this needs to be factored into the context under which the proposal is to be assessed.

The proposed mitigation will ensure that the typical pattern of larger scale industrial/commercial activities located around the base of the hill, with a vegetated band sitting below the residential dwellings perched on the terrace edge will be maintained.

Additionally, through a collaborative approach to the design of the cut profile, mitigation measures have been put in place which will soften the overall prominence of the proposed cut by using benches and planting to break up the scale of this vertical backdrop. Planting on the benches and into the higher portion of the hillside will also assist with reestablishing vegetation and the three pronged planting method (bench planting, hill face planting and ladder-like structures to assist with vegetation spread) will result in an efficient reestablishment period. Overall, the adverse effect on the landscape values are considered to be less than minor.

## STATUTORY PLANNING ASSESSMENT (DISTRICT PLAN)

This section provides a brief consideration against the relevant matters set out in the District Plan with regards to landscape and visual matters related to this proposal.

*52A.2.2* - The earthworks being proposed are considered appropriate as the mitigation proposed will reduce the overall appearance of scale and provide for reestablishment of vegetation.

*52A.3.1* – Revegetation is being required as part of the mitigation measures.

*52A.3.4* – The proposed mitigation results in a control over the implementation of the earthworks to limit adverse effects. In my opinion the effects of the proposal on the amenity of the community and adjoining landusers will be less than minor. Also, I am unaware of any identified historic heritage or cultural sites associated with this property.

*52a.21* – the visual effects have been assessed against the existing character and amenity values, finding that the level of effect is appropriate and less than minor. Revegetation planting and contouring (benching) methods have both been used to reduce the potential scale of visual impact.

*52a.22.4* –With the mitigation measures in place, reestablishing the vegetation will occur at a much faster rate than by natural processes, with the post mitigation outcome being considered as having less adverse visual impact than would result from the permitted removal of all hillside vegetation.

## CONCLUSION

This proposal is considered to be appropriate due to; the existing large scale commercial character of the receiving environment, the potential site modifications that can be achieved as a permitted activity (vegetation clearance) and the mitigation measures implemented through a benched cut profile with associated planting.

The foregoing assessment concludes that any effects (actual and potential) on the landscape and visual amenity values resulting from the proposal are considered discernible day-to-day effects, too small to adversely affect other persons. Overall the proposal is considered to have a **less than minor effect**.

Joshua Hunt

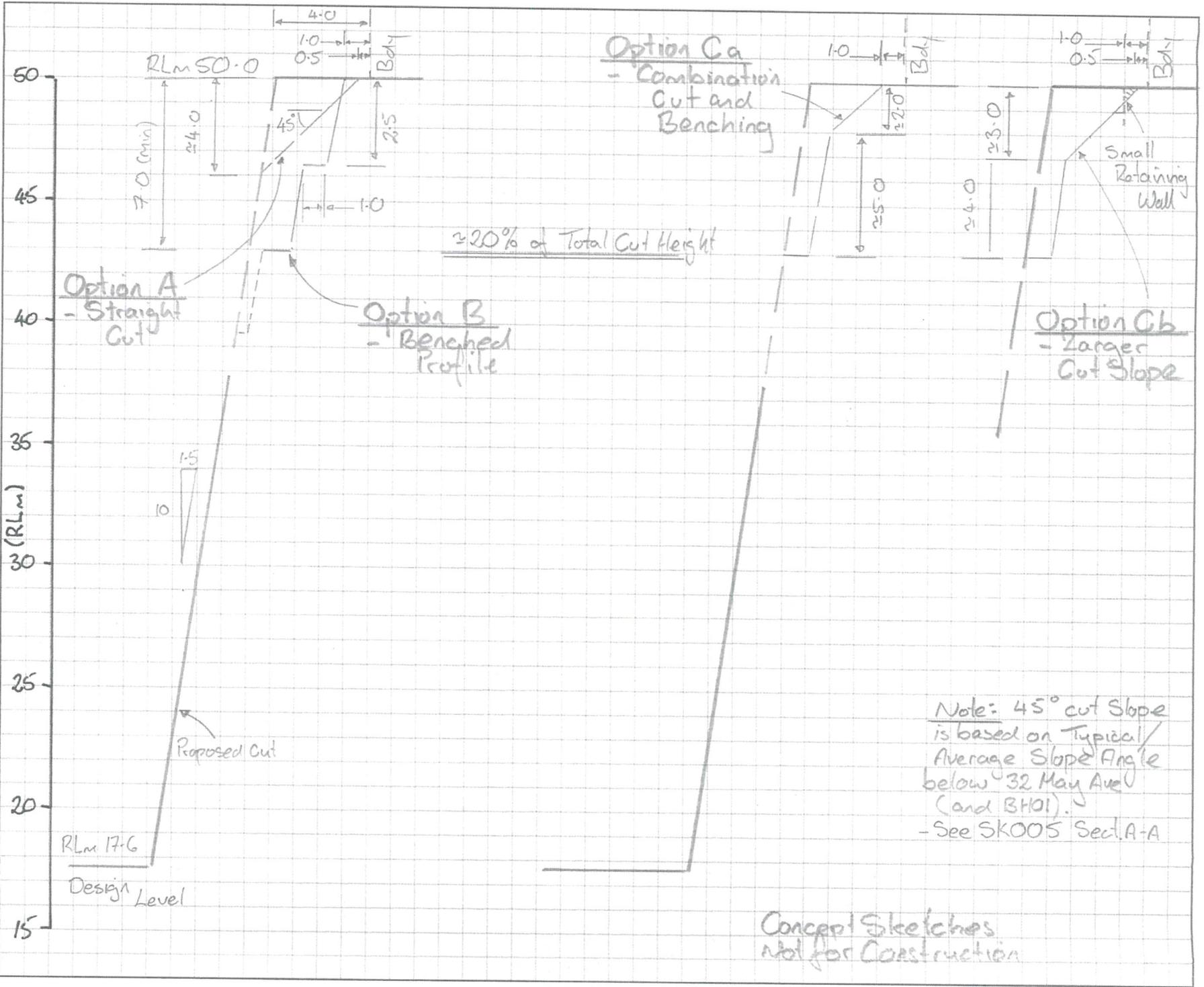
Registered Landscape Architect

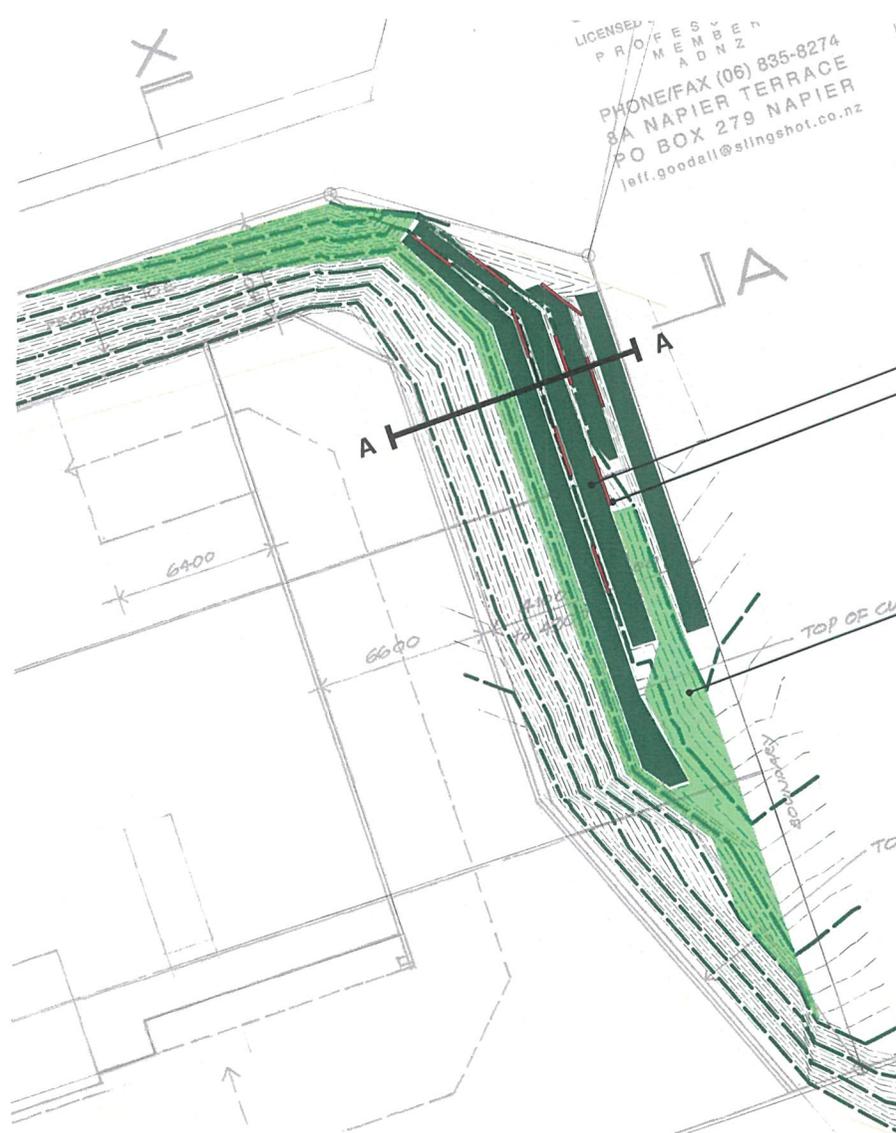
Hudson Associates

Designed <i>[Signature]</i>	Checked	Approved	Date 22/1/18	Scale 1:200
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Notes  
Options to Re-shape top of Cut to Facilitate Landscape/Vegetation

Drawing Title Bayswater Vehicles Sales Court Expansion	Drawing Number 17367-SK006
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Earthworks Cut (1:200)

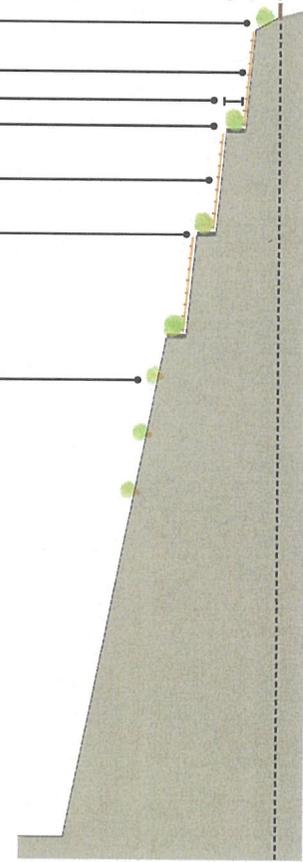
LICENSED PROFESSIONAL MEMBER  
 PHONE/FAX (06) 835-8274  
 8A NAPIER TERRACE  
 PO BOX 279 NAPIER  
 jeff.goodall@slingshot.co.nz

Notes

- Property Boundary
- 1m gap
- Boundary Planting
- 4m High Bank
- 0.75m Bench
- Bench Planting
- Ladder Growing Medium
- 0.3m of Topsoil (retained)
- Cut Face Planting

The intention of this landscape treatment is to provide three benched terraces at the top of the cut adjacent to the boundary of 32 May Ave. Additional planting (Cut face planting) will also be required at the higher elevations to assist with revegetation of the face, as well as a stip of planting along the boundary with 32 May Ave.

Benches are intended to be stepped by 4m and have a 0.75m width for planting, extending in either direction as far as practically possible. The bench planting will need to have 300mm of topsoil, either being retained behind a small board or being contained within a suitable geotextile bag.

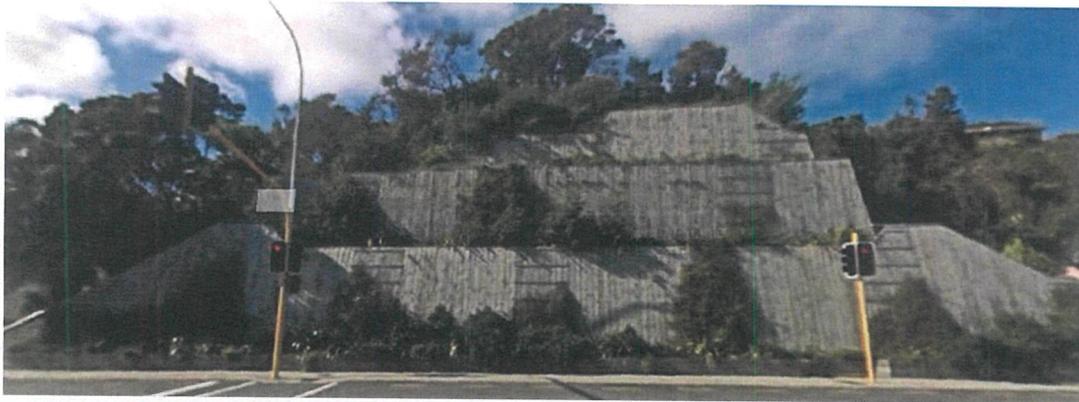


Section A - A (1:200)

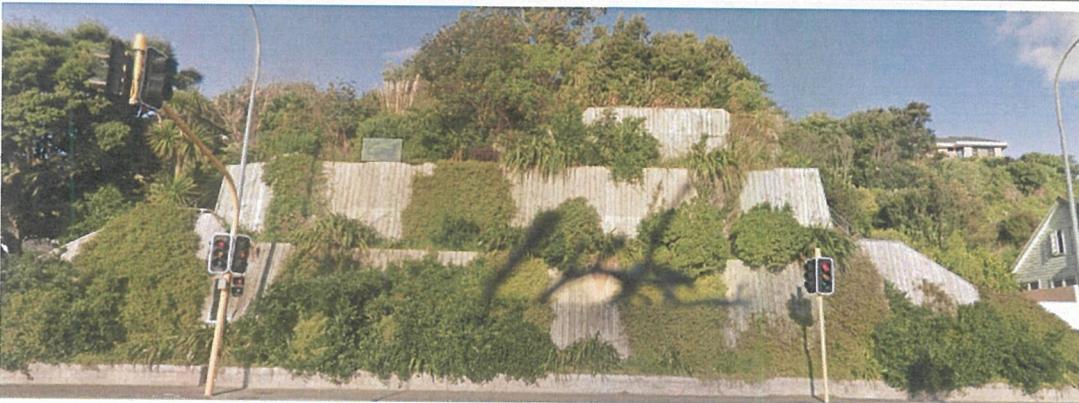
 <p>PO Box 8823 Havelock North          Ph 06 877-9808          josh@hudsonassociates.co.nz          www.hudsonassociates.co.nz</p>	<p>Title</p> <p>Bayswater Vehicles Limited          Sales Court Expansion</p> <p>Landscape Treatment</p>	<p>DWG #</p> <p>64-01</p>	<p>Date</p> <p>13/12/2018</p>
		<p>Revision #</p>	<p>Scale @ A3</p> <p>1:200</p>



 <p>HUDSON ASSOCIATES LANDSCAPE ARCHITECTS</p> <p>PO Box 8823 Havelock North Ph 06 877-9808 josh@hudsonassociates.co.nz www.hudsonassociates.co.nz</p>	<p><i>Title</i></p> <p><b>Bayswater Vehicles Limited Sales Court Expansion</b></p> <p>Simulation</p>	<p>DWG #</p> <p>64-02</p>	<p>Date</p> <p>30/01/2019</p>
		<p>Revision #</p> <p>1</p>	<p>Scale @ A3</p> <p>n/a</p>



2008



2013



2017



HUDSON ASSOCIATES  
LANDSCAPE ARCHITECTS

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*Title*

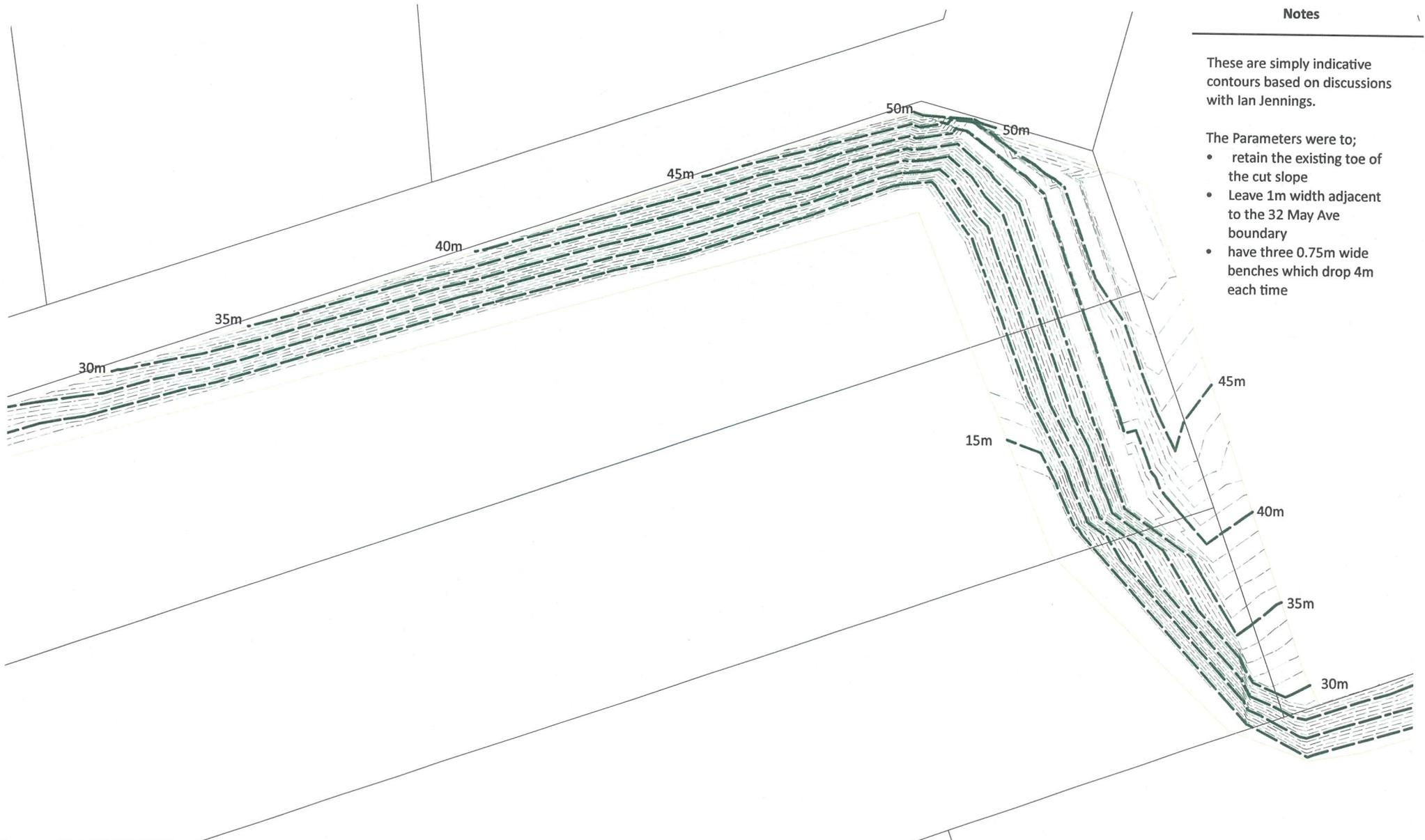
Bayswater Vehicles Limited  
Sales Court Expansion  
Plimmerton Example

DWG #  
64-03

Date  
13/12/2018

Revision #

Scale @ A3  
n/a



**Notes**

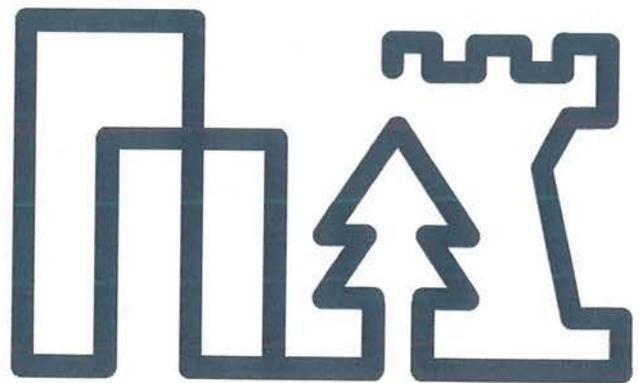
These are simply indicative contours based on discussions with Ian Jennings.

- The Parameters were to;
- retain the existing toe of the cut slope
  - Leave 1m width adjacent to the 32 May Ave boundary
  - have three 0.75m wide benches which drop 4m each time

 <p>HUDSON ASSOCIATES LANDSCAPE ARCHITECTS</p> <p>PO Box 8823 Havelock North Ph 06 877-9808 josh@hudsonassociates.co.nz www.hudsonassociates.co.nz</p>	<p><i>Title</i></p> <p><b>Bayswater Vehicles Limited Sales Court Expansion</b></p> <p>Indicative Contours</p>	<p>DWG #</p> <p>64-04</p>	<p>Date</p> <p>13/12/2018</p>
		<p>Revision #</p>	<p>Scale @ A3</p> <p>1:200</p>

# Appendix 5

## District Plan Compliance Analysis



## Chapter 17 – Fringe Commercial Zone

Condition		Analysis
17.12	<p><b>Yards</b></p> <p>1. The following yard conditions shall apply to all land uses:</p> <ul style="list-style-type: none"> <li>i) Any service station or transport depot must not be erected closer than 6 metres to the road boundary.</li> <li>ii) Any building or part of a building (including eaves and guttering) must not be erected closer than 6 metres from the site boundary of any land zoned other than Commercial or Industrial.</li> </ul>	<p>N/A</p> <p><b>Non-compliance</b></p>
17.13	<p><b>Height</b></p> <p>1. All land uses, other than aerials, lines and support structures shall comply with one of the alternative height conditions set out under a) or b) below:</p> <p>EITHER</p> <ul style="list-style-type: none"> <li>a) At least 50 percent of any building facade and the building area measured at right angles to the road frontage in a continuous line to the rear of the site must not exceed 10 metres in height (Refer to Appendix 4). <ul style="list-style-type: none"> <li>i) In the case of corner sites, at least 50 percent of the building facade and the area of the building measured at right angles to the road frontage must not exceed 10 metres in height.</li> </ul> </li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>b) The building must be contained within an envelope starting at a height of 15 metres above ground level at any road boundary and with recession planes inclined at an angle of 40 degrees to the horizontal plane (Refer to Appendix 4A).</li> <li>c) Any part of a building, structure or tree shall not exceed the Airport Height Control Designation shown in Appendix 7.</li> <li>d) Provided that: <ul style="list-style-type: none"> <li>i) Where there is conflict between any of the height control lines or limits, the lowest height must prevail.</li> <li>ii) Where the Airport Height Control Designation prevails in accordance with Rule 17.13.1(c) any application for a building consent must be accompanied by a registered surveyor's certificate verifying that the building plans meet the Airport</li> </ul> </li> </ul>	<p><b>Complies</b></p> <p><b>Complies</b></p>

Condition		Analysis
	<p>Height Control Designation shown in Appendix 7.</p> <p>iii) Where the Airport Height Control Designation prevails in accordance with Rule 17.13.1(c) prior to a person requesting a Certificate of Compliance, a registered surveyor's certificate must be supplied, verifying compliance with the Airport Height Control Designation shown in Appendix 7.</p> <p>e) Height must be measured using the rolling height method.</p>	
17.14	<p><b>Height in Relation to Boundary</b></p> <p>1. The following height in relation to boundary conditions shall apply to all land uses:</p> <p>a) Buildings and structures on sites adjoining residentially zoned land must not project beyond a building envelope constructed by drawing planes along all parts of all site boundaries. The planes must commence 3.0 metres above ground level at the site boundary and must be inclined to the horizontal at an angle of 45 degrees.</p> <p>b) Provided that:</p> <p>i) In relation to multi-unit development, the building envelope must be constructed by drawing planes along all parts of all building site boundaries and must commence at the building site boundary.</p> <p>ii) Where the site abuts an entrance strip or access lot, the furthest boundary of the entrance strip or access lot may be deemed to be the site boundary for the purpose of applying the height in relation to boundary condition.</p> <p>iii) No account will be taken of aerials, lines, support structures, solar heating devices, air conditioning units and similar structures housing electronic or mechanical equipment or chimneys, no more than 1 metre wide in any horizontal direction and less than 2.5 metres in height beyond the building envelope.</p>	<b>Non-compliance</b>
17.15	<p><b>Refuse Storage</b></p> <p>1. The following refuse storage conditions shall apply to all land uses:</p> <p>a) A minimum area of 10m<sup>2</sup> must be provided on every site for the temporary storage of trade refuse. This must be screened from the</p>	<b>Complies</b>

	Condition	Analysis																		
	<p>public view and where possible located to the rear of the site.</p> <p>b) The area must be secured so as not to provide a food source for birds or vermin.</p>	<p><b>Complies</b></p>																		
<p><b>17.16</b></p>	<p><b>Screening of Storage Areas</b></p> <p>1. The following screening of storage areas condition shall apply to all land uses:</p> <p>a) Storage areas must not be visible from any residential property, open space area, or road. They must be screened from view by a fence not less than 1.8 metres high.</p>	<p><b>Complies</b></p>																		
<p><b>17.17</b></p>	<p><b>Noise</b></p> <p>1. The following noise conditions shall apply to all land uses, other than those exempted in Rule 57.9:</p> <p>a) The following noise limits must not be exceeded at any point beyond the site boundary:</p> <table border="0" data-bbox="347 857 831 943"> <tr> <td><b>Control Hours</b></td> <td><b>Noise Level</b></td> </tr> <tr> <td>0700 to 2200 hours</td> <td>60 dB L<sub>Aeq</sub> (15 min)</td> </tr> <tr> <td>2200 to 0700 hours the following day</td> <td>50 dB L<sub>Aeq</sub> (15 min)</td> </tr> <tr> <td>2200 to 0700 hours the following day</td> <td>80 dB L<sub>AFmax</sub></td> </tr> </table> <p>b) Provided that, at any point within any Residential Environment, the following noise limits must not be exceeded:</p> <table border="0" data-bbox="347 1066 831 1173"> <tr> <td><b>Control hours</b></td> <td><b>Noise Level</b></td> </tr> <tr> <td>0700 hours to 1900 hours</td> <td>55 dB L<sub>Aeq</sub> (15min)</td> </tr> <tr> <td>1900 hours to 2200 hours</td> <td>50 dB L<sub>Aeq</sub> (15min)</td> </tr> <tr> <td>2200 hours to 0700 hours the following day</td> <td>45 dB L<sub>Aeq</sub> (15min)</td> </tr> <tr> <td>2200 hours to 0700 hours the following day</td> <td>75 dB L<sub>AFmax</sub></td> </tr> </table> <p>c) All land uses must comply in all respects with the relevant conditions in Chapter 57 (Noise) of this Plan.</p> <p>2. The following minimum External Sound Insulation Level standards shall apply to all habitable rooms within any noise sensitive activity (including the addition or alteration of a habitable room which exceeds 10% of the existing gross floor area):</p> <p>a) The habitable room within the noise sensitive activity shall achieve a minimum External Sound Insulation Level of the building envelope of <math>D_{tr,2m,nTw} + C_{tr} &gt; 30</math> dB for outside walls of any habitable rooms.</p> <p>b) Where it is necessary to have windows closed to achieve the acoustic design requirements, an alternative ventilation system shall be provided. Any such ventilation system shall be designed to satisfy the requirements of the Building Code and achieve a level of no more than NC30 in any habitable room.</p> <p>c) An acoustic design report must be provided to the Council prior to any building consent being granted or</p>	<b>Control Hours</b>	<b>Noise Level</b>	0700 to 2200 hours	60 dB L <sub>Aeq</sub> (15 min)	2200 to 0700 hours the following day	50 dB L <sub>Aeq</sub> (15 min)	2200 to 0700 hours the following day	80 dB L <sub>AFmax</sub>	<b>Control hours</b>	<b>Noise Level</b>	0700 hours to 1900 hours	55 dB L <sub>Aeq</sub> (15min)	1900 hours to 2200 hours	50 dB L <sub>Aeq</sub> (15min)	2200 hours to 0700 hours the following day	45 dB L <sub>Aeq</sub> (15min)	2200 hours to 0700 hours the following day	75 dB L <sub>AFmax</sub>	<p><b>Complies</b> – conditions are proposed to ensure compliance</p> <p><b>Complies</b> – conditions are proposed to ensure compliance</p> <p><b>Complies</b> – Refer (c) below</p> <p><b>Complies</b> – Refer (c) below</p> <p><b>Complies</b> – An acoustic design report will be provided to the Council prior to building consent being granted</p>
<b>Control Hours</b>	<b>Noise Level</b>																			
0700 to 2200 hours	60 dB L <sub>Aeq</sub> (15 min)																			
2200 to 0700 hours the following day	50 dB L <sub>Aeq</sub> (15 min)																			
2200 to 0700 hours the following day	80 dB L <sub>AFmax</sub>																			
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2200 hours to 0700 hours the following day	45 dB L <sub>Aeq</sub> (15min)																			
2200 hours to 0700 hours the following day	75 dB L <sub>AFmax</sub>																			

Condition		Analysis
	<p>where no building consent is required, prior to the commencement of the use. The acoustic design report must be prepared by a person qualified and experienced in acoustics. The report is to indicate the means by which the noise limits specified in this rule will be complied with and is to contain a certificate by its author that the means given therein will be adequate to ensure compliance with the acoustic design requirements specified in this rule.</p> <p>d) Prior to any person requesting a Certificate of Compliance, an acoustic design certificate prepared by a person qualified and experienced in acoustics must be supplied, verifying compliance with the standards in (c) above.</p>	N/A
17.18	<p><b>Light Spill</b></p> <p>1. The following light spill condition shall apply to all land uses other than for the purposes of illuminating a road:</p> <p>a) Between the hours of 2200 and 0700 the following day, any outdoor lighting must not cause an added illuminance of excess of 15 lux, measured horizontally or vertically as an average (at a height of 1.5 metres above ground level) at any point beyond the site boundary.</p> <p>b) Between the hours of 2200 and 0700 the following day, any outdoor lighting must not cause an added illuminance in excess of 10 lux, measured horizontally or vertically as an average (at any window of a habitable space in a building used for a residential activity).</p> <p>c) The outdoor lighting must be so selected, located aimed, adjusted, screened and maintained to ensure that glare resulting from the lighting does not cause significant adverse effects on the occupants of residential activities, road users or aircraft.</p>	<b>Complies</b> – conditions are proposed to ensure compliance
17.19	<p><b>Vibration</b></p> <p>1. The following vibration conditions shall apply to all land uses:</p> <p>a) Land uses must not generate a vibration that causes a significant adverse effect on any adjacent land use.</p>	<b>Complies</b> – the proposal is not expected to generate a vibration that causes an unreasonable adverse effect on any adjacent land use.
17.20	<p><b>Fences</b></p> <p>1. The following fencing conditions shall apply to all land uses:</p>	

Condition		Analysis
	<p>a) Any fence erected within front, side and rear yards must not exceed 2 metres in height.</p> <p>b) On sites which adjoin a residential dwelling(s) within a residential zone, a close boarded or solid fence with a minimum height of 2.0 metres shall be erected so as to screen the residential dwelling(s) except where a building on the site abuts the boundary.</p>	<p><b>Complies</b></p> <p><b>N/A</b></p>
17.21	<b>Aerials, Lines and Support Structures</b>	<b>N/A</b>
17.22	<b>Earthworks</b>	<b>Refer Table below</b>
17.23	<b>Heritage</b>	<b>N/A</b>
17.24	<b>Signs</b>	<b>Non-compliance</b>
17.25	<b>Trees</b>	<b>N/A</b>
17.26	<b>Transport</b>	<b>Refer Table below</b>
17.27	<b>Natural Hazards</b>	<b>N/A</b>
17.28	<b>Hazardous Substances</b>	<b>N/A</b>
17.29	<b>Activities on the Surface of Water</b>	<b>N/A</b>
17.30	<b>Contaminated Sites</b>	<b>N/A</b>
17.31	<b>Financial Contributions</b>	<b>Complies</b> – Financial Contributions are expected to be in accordance with District Plan Policy with credits considered as appropriate
17.32	<b>Code of Practice for Subdivision and Land Development</b>	<b>Complies</b> – compliance with the Code is anticipated and will be considered in full at Building Consent stage



Condition		Analysis
	a) All sites must have a landscaped area not less than 30% of the net site area.	
6.26	<p><b>Open Space</b></p> <p>1. The following open space conditions shall apply to all residential activities:</p> <p>a) Each dwelling unit must have an amount of open space on the building site of not less than 50% of the gross floor area of all buildings on the site, except that a minimum of 50m<sup>2</sup> per dwelling unit is to be provided.</p> <p>b) Where there is no garage or carport proposed or existing on the site, the gross floor area must include a notional garage of 18.5m<sup>2</sup> for each dwelling unit on the site.</p> <p>c) The maximum amount of open space required to be provided on a building site is 100m<sup>2</sup> per dwelling unit.</p> <p>d) Provided that:</p> <p>i) Open space may comprise of more than one area.</p> <p>ii) Open space may take the form of a deck or terrace but must be unobstructed by buildings (other than cantilevered decks), parking spaces, or vehicle manoeuvring areas.</p> <p>iii) Open space must be directly accessible from the unit to which it relates and be practicably useable.</p> <p>iv) The open space must:</p> <ul style="list-style-type: none"> <li>• Include at least one area capable of containing a 6 metre diameter circle; and</li> <li>• Have a minimum dimension of 3 metres measured at right angles to the perimeter of the area; and</li> <li>• Not include any unstable land or land with a gradient greater than 1 in 12.</li> </ul>	N/A
6.27	<p><b>Noise</b></p> <p>1. The following noise conditions shall apply to all land uses (including noise from fixed plants such as air conditioning units and other similar devices), other than those exempted in Rule 57.9:</p> <p>a) The following noise limits must not to be exceeded at any point beyond the site boundary, except where expressly provided for elsewhere in this Plan:</p> <p>0700 to 1900 hours</p> <ul style="list-style-type: none"> <li>• 50 dB LAeq (15 min)</li> </ul> <p>1900 to 2200 hours</p> <ul style="list-style-type: none"> <li>• 45 dB LAeq (15 min)</li> </ul>	<b>Complies</b> – conditions are proposed to ensure compliance

Condition		Analysis
	<p>2200 to 0700 hours the following day</p> <ul style="list-style-type: none"> <li>• 40 dB LAeq (15 min)</li> </ul> <p>2200 to 0700 hours the following day</p> <ul style="list-style-type: none"> <li>• 70dB LAFmax</li> </ul> <p>b) All land uses must comply in all respects with the relevant conditions in Chapter 57 (Noise) of this Plan</p> <p>2. The following acoustic insulation conditions shall apply to all new noise sensitive activities and the addition of a habitable space to an existing noise sensitive activity within the Port Noise Boundary (excluding the Port Inner Noise Boundary)</p> <p>3. The following acoustic insulation conditions shall apply to all new noise sensitive activities within the Industrial Noise Boundary</p>	<p>N/A</p> <p>N/A</p>
6.28	<p><b>Light Spill</b></p> <p>1. The following light spill conditions shall apply to all land uses other than for the purposes of illuminating a road:</p> <p>a) Between the hours of 2200 and 0700 the following day, no outdoor lighting must cause an added illuminance in excess of 10 lux, measured horizontally or vertically as an average (at any window of a habitable space within a building located on any other site).</p> <p>b) The outdoor lighting must be so selected, located aimed, adjusted, screened and maintained to ensure that glare resulting from the lighting does not cause significant adverse effects on the occupants of residential activities, road users or aircraft.</p>	<p><b>Complies</b> – conditions are proposed to ensure compliance</p> <p><b>Complies</b> – conditions are proposed to ensure compliance</p>
6.29	<p><b>Vibration</b></p> <p>1. The following vibration conditions shall apply to all land uses:</p> <p>a) No land use must generate a vibration that causes an unreasonable adverse effect on any adjacent land use.</p>	<p><b>Complies</b> – the proposal is not expected to generate a vibration that causes an unreasonable adverse effect on any adjacent land use.</p>
6.30	<p><b>Fencing</b></p> <p>1. The following fencing conditions shall apply to all land uses:</p> <p>a) Any fence erected within front, side and rear yards must not exceed 2 metres in height</p>	<p><b>Complies</b></p>
6.31	<b>Aerials, Lines and Support Structures &amp; Trees</b>	N/A
6.32	<b>Heritage</b>	N/A
6.33	<b>Signs</b>	N/A
6.34	<b>Earthworks</b>	<b>Refer Table below</b> – likely to comply with the Fringe Commercial Zone but the not the Residential Zone
6.35	<b>Trees</b>	N/A
6.36	<b>Transport</b>	<b>Refer Table below</b>
6.37	<b>Natural Hazards</b>	N/A

Condition		Analysis
6.38	Hazardous Substances	N/A
6.39	Contaminated Sites	N/A
6.40	Activities on the Surface of Water	N/A
6.41	Financial Contributions	<b>Complies</b> – Financial Contributions are expected to be in accordance with District Plan Policy with credits considered as appropriate
6.42	Code of Practice for Subdivision and Land Development	<b>Complies</b> – compliance with the Code is anticipated and will be considered in full at Building Consent stage

## Chapter 52A - Earthworks

Condition		Analysis
52A.12	<b>Extent of Earthworks</b> All Commercial and Residential Zones: 50m <sup>3</sup> per site	<b>Non-compliance</b>
52A.13	<b>Vegetation</b> 1. Where vegetation clearance occurs, disturbed areas shall be re-pastured or re-vegetated as soon as practicable within 18 months of the activity ceasing	<b>Non-compliance</b>
52A.14	<b>Slope</b> Earthworks shall not be undertaken on land with a slope of greater than 22° above horizontal.	<b>Non-compliance</b>
52A.15	<b>Excavation</b> 1. No earthworks shall have a cut/fill face of overall vertical extent of greater than: a) 2.5 metres in all Zones. 2. No excavations shall be of greater than 1 metre vertical extent of cut/fill face, where the top of the excavation is within 10 metres of buildings or surcharge loads.	<b>Non-compliance</b>  <b>Non-compliance</b>
52A.16	<b>Location of Fill</b> Any fill less than: (a) 100m <sup>3</sup> volume, and/or (b) 0.5 meters total depth Shall only be permitted if a site plan is provided to Napier City Council showing the location and extent of the fill.	<b>N/A</b> – the depth and volume of fill may exceed this criteria thus the condition is not applicable
52A.17	<b>Sediment Control</b> Sediment runoff into a council reticulated network shall not cause any conspicuous change in colour or visual clarity of water after reasonable mixing.	<b>Complies</b> – standard industry sediment control practices will be adopted
52A.18	<b>Flood Protection Works</b> 1. No extraction or deposition is to occur within 50 metres of any flood protection or river control structure (excluding activities in relation to Rule 52A.7). 2. No significant change is to occur to existing flood overflow paths.	<b>N/A</b>  <b>N/A</b>
52A.19	<b>Noise</b> 1. Activities shall comply with the provisions of Chapter 57 (Noise) of the District Plan.	<b>Complies</b> – see Table above
52A.20	<b>Archaeological Sites</b>	<b>N/A</b>

## Chapter 57 – Noise

Condition		Analysis
57.13	<p><b>Measurement and Assessment of Noise</b></p> <p>Unless stated by a rule or standard elsewhere in this Plan, noise shall be measured in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with New Zealand Standard 6802:2008 Acoustics - Environmental Noise.</p>	<p><b>Complies</b> - noise will be measured in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of Environmental Sound and assessed in accordance with New Zealand Standard 6802:2008 Acoustics - Environmental Noise.</p>
57.14	<p><b>Construction Noise</b></p> <p>The following construction noise conditions shall apply to all land uses:</p> <p>a) Any noise arising from construction, maintenance and demolition work in any zone:</p> <p style="padding-left: 20px;">i) Must comply with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise.</p> <p>b) Construction noise must be measured and assessed in accordance with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise.</p>	<p><b>Complies</b> - noise arising from construction work will be managed to comply with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise</p> <p><b>Complies</b> - construction noise will be measured and assessed in accordance with New Zealand Standard NZS6803:1999 Acoustics: Construction Noise</p>
57.15	<b>Helicopter Landing Areas</b>	N/A
57.16	<b>Watercraft Noise</b>	N/A
57.17	<b>Audible Bird Scaring Devices</b>	N/A
57.18	<b>Frost Protection Fans</b>	N/A
57.19	<b>Noise from New or Altered Roads</b>	N/A



Condition		Analysis
	<p>Exemption Area and where the activity has a gross floor area less than 1000m<sup>2</sup>—refer Appendix 24 of the Plan.</p> <p>b) The design of loading spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following:</p> <p>i) For freight depots, transport depots, warehouses, bulk stores and other similar uses, each loading space:</p> <ul style="list-style-type: none"> <li>• Must have a minimum length of 17.5 metres and a minimum width of 3 metres; and</li> <li>• Must meet the manoeuvring space requirements for the Semi-Trailer Design Vehicle as in Appendix 20.</li> </ul> <p>ii) For retail activities, office accommodation, travellers' accommodation, manufacturing premises and other similar uses, each loading space:</p> <ul style="list-style-type: none"> <li>• Must have a minimum length of 8.5 metres and a minimum width of 3 metres; and</li> <li>• Must meet the manoeuvring space requirements for the Medium Rigid Design Vehicle as in Appendix 19.</li> </ul> <p>c) Every loading space shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The loading space shall not be stacked or located within vehicle manoeuvring areas.</p> <p>d) The provision of a loading space in respect of any site may be made as part of the side and/or rear yard space, but not the front yard space of that site.</p> <p>e) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.</p> <p>2. The following loading space conditions shall apply to all day care centres.</p>	N/A
61.16	<b>Residential Activities</b>	N/A
61.17	<p><b>Non-Residential Activities</b></p> <p>All non-residential activities, (including Temporary Activities requiring access from a State Highway), shall comply with the</p>	

Condition	Analysis
<p>following parking access provisions, unless stated by a rule elsewhere in this Chapter:</p> <p>a) Vehicle parking spaces, loading spaces, vehicle crossings, aisles and manoeuvring spaces must be formed, marked as appropriate, finished with a permanent surface and drained to meet the requirements of Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development).</p> <p>b) All vehicle parking spaces and parking aisles:</p> <p>i) For freight depots, service stations, transport depots, warehouses, bulk stores and other similar uses, must be designed in accordance with the dimensions in Appendix 23 and using the Semi-Trailer Design Vehicle as in Appendix 20.</p> <p>ii) For retail activities, office accommodation, travellers' accommodation, manufacturing premises and other similar uses, must be designed in accordance with the dimensions in Appendix 23 and using the Medium Rigid Design Vehicle as in Appendix 19</p> <p>c) All vehicle movement paths:</p> <p>i) For freight depots, service stations, transport depots, warehouses, bulk stores and other similar uses, must be designed using the Semi-Trailer Design Vehicle tracking curve as in Appendix 20, and sufficient space must be provided on site so that no reverse manoeuvre by vehicles on to or off the road is necessary</p> <p>ii) For retail activities, office accommodation, travellers' accommodation, manufacturing premises and other similar uses, must be designed using the Medium Rigid Design Vehicle tracking curve as in Appendix 19, and sufficient space must be provided so that no reverse manoeuvre by vehicles on to or off the road is necessary.</p> <p>d) The minimum accessway width in Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development) for commercial and industrial units must be clear of buildings and accessory buildings.</p> <p>e) Where any vehicle parking area is formed adjacent to any road or public place, a landscaped area 2 metres wide adjacent to the road or public place must be provided, except for driveways.</p> <p>f) A vehicle occupying any parking space must have ready access to a road at all times without the need to move any</p>	<p><b>Complies</b></p> <p><b>N/A</b></p> <p><b>Complies</b> – Appendix 23 is complied with</p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>N/A</b></p> <p><b>Complies</b></p> <p><b>Complies</b> – car parks along the road frontage are existing</p> <p><b>Non-compliance</b> – some car parks associated primarily associated with the workshop are 'truck and trailer'</p>

Condition		Analysis
	<p>vehicle occupying any other parking or loading space.</p> <p>g) The access drive or aisle from the vehicular entrance to vehicle parking spaces must not have a gradient exceeding 1 in 4.</p> <p>h) Where tenancies in a building are split, each separate tenancy must provide vehicle parking in accordance with these conditions.</p>	<p><b>Complies</b></p> <p><b>N/A</b></p>
<b>61.18</b>	<p><b>Vehicle Crossings</b></p> <p>All subdivision, use or development of land shall comply with the following vehicle crossing condition:</p> <p>a) Before the construction of a vehicle crossing, permission must be obtained from the Council and all vehicle crossings must be constructed in accordance with the requirements of Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development). Construction details of vehicle crossings may be obtained from the Napier City Council.</p> <p>b) Minimum Distance for a new Vehicle Access from Rail Level Crossings</p>	<p><b>N/A</b> – existing vehicle crossings to be used</p> <p><b>N/A</b></p>
<b>61.19</b>	<p><b>Right Of Ways</b></p> <p>The following condition shall apply to all land uses where access to a site is provided by a right of way from a road:</p> <p>(a) Sufficient manoeuvring space must be provided either wholly within the site or where right-of-ways are shared by 2 or 3 dwelling units, provision must be made for manoeuvring within each section or within the right-of-way, so that no reverse manoeuvring onto or off the road is necessary.</p> <p>(b) Where right-of-ways are shared by 4 or more dwelling units, the right-of-way must incorporate a specifically designed turning head.</p>	<p><b>N/A</b></p>
<b>61.20</b>	<b>Offers of Cash in Lieu of Parking</b>	<b>N/A</b>