

# MCA EVALUATION CRITERIA

This MCA Evaluation Criteria is focussed on the package scoring and a tool to be used in selecting a preferred package of options and is just one factor of the decision making process.

## 1.0 PROCESS

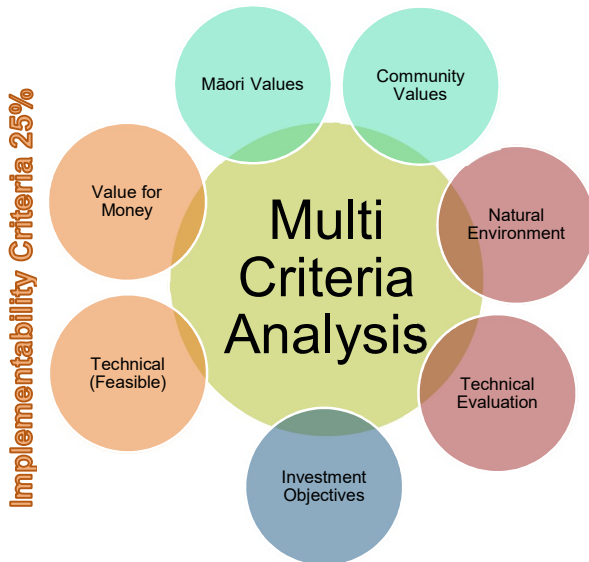
The NZTA standard MCA Framework developed from a combination of the NZTA 2016 interim business case guidelines, the Draft Commute Technical Memo on MCA Guidance and the community values received from PRG#2 is shown below on the left.

Te Ao Māori (Māori Worldview) of Te Tau Ihu and Te Ao Tūroa (the natural world) is highlighted to enlighten NZTA and the broader community of the Crown’s Treaty Partners Values. See the diagram on the right below. The diagram reflects a healthy balanced natural world (including the human species) and people with a quality sustainable lifestyle which is underpinned by socio-cultural equity and justice. Te Ao Māori has informed the development a sensitivity test of the MCA that reflects Māori values.

Below are four key areas, which are further broken down into seven criteria as shown in the graphic on the left.

- Iwi Partner including Te Ao Tūroa (the Natural world) / Stakeholder Values
- Investment Objectives
- Assessment of Effects
- Implementability Criteria

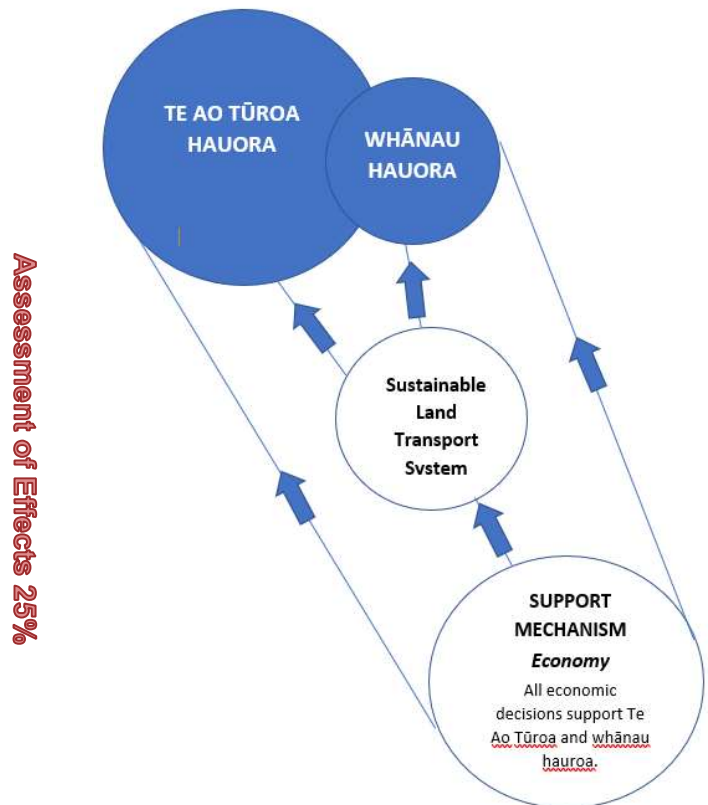
### Iwi Partner / Stakeholder Values 25%



Implementability Criteria 25%

### Investment Objectives 25%

### Te Ao Māori Worldview



Assessment of Effects 25%

## 2.0

### 3.0 CRITERIA DESCRIPTION

Criteria	Description	Matters to Consider	Quantitative measures, information or data to assist assessment	Scoring Assessment undertaken by
<b>Investment Objectives (Benefits)</b>	Nelson's transport system is more effective at moving people and freight	How well the package performs in moving people and freight between Stoke and Nelson City and other areas.	Travel Time Reliability – Motor Vehicles. eg variability of travel.	AECOM Tim Brown
	Nelson's transport system provides better access to employment, amenities and core services	Improved access to the transport system – How will the package enable closer proximity to alternative modes of travel? Are there any existing communities or future growth areas that will have better access, or alternatively would be affected by reduced transport connectivity or accessibility?	Access to key destinations – Proportion of population living within travel threshold (30mins) of key social and economic opportunities by mode in the am peak.	AECOM Tim Brown
	Nelson's transport system contributes to quality urban environments	Right traffic right road – How will the package discourage through-running traffic on access and collector roads. Are there opportunities to enhance the urban character, landscape character and visual amenity.	Use traffic routing prediction outputs from Transport Model to determine quantum of rat running. Landscape and Urban Design expert to assess and rank urban environment opportunities factor.	Boffa Miskell - Frazer Baggaley
	Nelson's transport system feels safer and is safer	Reduction in deaths and serious injury crashes by mode	Estimated reduction in deaths and serious injury crashes	Stantec – Keith Weale
	Nelson's transport system is more resilient	A measure of the transport system availability and the capacity on alternative routes and modes to cater for the impact of disruption on the arterial network.	Temporal Availability SH6 and Waimea routes – Estimated change in availability of SH6 and Waimea Routes considering the resilience issues both natural and man-made of the Package.	AECOM - Mark Gordon

## Iwi Partner / Stakeholder Values

Criteria	Description	Matters to Consider	Quantitative measures, information or data to assist assessment	Scoring Assessment undertaken by
<b>Māori Values<sup>1</sup></b>	Te Ao Tūroa (Natural World)	Domain of Papatūānuku and Ranginui and their offspring Tangaroa - Wai Ora Fresh Water quality and Quantity Moana Coastal Marine Quality Tawhirimatea - Air Quality Whenua quality Haumiatiketike – uncultivated foods and fern roots - Indigenous biodiversity Rongomaraeroa – cultivated foods Tutewehiwehi – reptiles and amphibians	Te Mana o te Wai framework Historical indigenous footprint. Cultural Health Indicators data/information Cultural Impact Assessment reports Mātauranga Māori reports Wāhi tapu areas and taonga sites. public and private information	Kura Stafford – Ngāti -Tama Ian Shapcott - Te Ātiawa Renne Thomas – Ngāti Rārua
	Whānau and hapū	WhānauHauora The integrity / sustainable management of cultural sites / areas / locations	Including cultural practices and uses (access, customary harvest, mahinga kai and rahui (restrictions and controls )  Support for all cultural, social, environmental, property and commercial endeavour	Kura Stafford – Ngāti -tama Ian Shapcott - Te Ātiawa Renne Thomas – Ngāti Rārua Darren Horne- Te Ātiawa
	Ki Uta ki Tai A sustainable NCC Land Transport System	Managed in accordance with Kaitiakitanga and Tino Rangatiratanga	All factors evaluated against kaitiakitanga framework to achieve 'net enduring restorative outcomes	Kura Stafford – Ngāti -tama Ian Shapcott - Te Ātiawa Renne Thomas – Ngāti Ra rua

<sup>1</sup> In future project stages greater inclusion of Te Reo Maori and Cultural Narratives in the transport system will need to be considered in the design of the packages.

Criteria	Description	Matters to Consider	Quantitative measures, information or data to assist assessment	Scoring Assessment undertaken by
<b>Community Values</b>	Community Connectivity and Cohesion	How well does the package facilitate good connections to jobs, schools, shops, key community services and recreational facilities from residential areas? How does it impact community cohesion and Nelson's diverse range of cultures, ages and backgrounds? Will access to and enjoyment of key community areas be enhanced or reduced?	Draw information from Transport Model on how packages perform in terms of travel time (vehicular and PT) between residential and community focused destinations. Use NOH outcomes in terms of connecting places via active modes.	Project Reference Group
	Active and Equitable Transport Modes	How well does the package facilitate active, healthy and diverse transport modes (walking, biking, micro-mobility)? How effective is the package in providing public transport to the right areas and at convenient times, including for younger and older residents and for those who do not have access to a car?	Draw information from packages on new and/or enhanced active mode provision and the proposed provision for any new public transport services.	Project Reference Group
	Sustainability and Environment	How does the package contribute to the overall sustainable management of natural and physical resources – see RMA Part 1 Section 2 and 5 for Definition	Consideration of mapped areas prepared by Natural Environment consultant combined with the local knowledge of PRG members	Project Reference Group

## Assessment of Effects

Criteria	Description	Matters to Consider	Quantitative measures, information or data to assist assessment	Scoring Assessment undertaken by
<b>Natural Environment</b>	Natural Environment Values (ecology)	Are there any outstanding/significant natural features (e.g. geological or coastal features)? Will the package affect the coastal marine area, wetlands, lakes, rivers, streams or their margins? Will the package affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species? Are there opportunities to improve or enhance biodiversity corridors associated with the transport network?	Map / Identify these specific matters before scoring and then qualitatively assess effects of packages	AECOM – Fiona Davies

Criteria	Description	Matters to Consider	Quantitative measures, information or data to assist assessment	Scoring Assessment undertaken by
		Green House Gas Emissions - Will the package result in an increase or decrease in CO2 Emissions	Vehicle Kilometre Travelled Data (VKT) for modes other than active modes. Congested VKT for modes other than active modes.	AECOM – Tim Brown
<b>Technical Evaluation</b>	Safety Risk Profile	How will the package enhance safety for all transport users. Evaluation based on the exposure to death or serious injury.	Use Kiwirap ratings Collective (Risk (Crash Density) & Personal Risk (Crash Rate).	Stantec – Keith Weale
	Economic Opportunities	How does package impact economic growth? How might the package help attract new jobs, help existing businesses and the tourist offering?	Qualitative assessment of wider economic benefits	Stantec – Anthony Byett
	Human Health	Could the package result in any risk to human health related to noise, vibration and/or air quality? Will there be a health benefit as a result of an increase in physical activity? Will the package reduce noise and air quality effects either through redirecting traffic flow through areas with fewer sensitive receivers or by improving traffic flow or reducing road gradients?	Assess PM10 particulates from VKT Identify areas associated with each package where traffic noise and vibration likely to increase or decrease Provision for facilitating new opportunities for active transport modes in packages	AECOM - Andrew Curtis (Air Quality) AECOM - Claire Drewery (Noise)
	Non-Maori related Archaeology and Heritage Sites	Does the package affect any non-Maori related recorded scheduled or listed sites/areas of historical or archaeological importance in the area?	Recorded sites in NZ Archaeological Society database. Any historic places or areas listed by heritage New Zealand. Any heritage sites or buildings listed in the District Plan	Amanda Young
	Property	How does the package impact on property? Are there property risks to delivery and can they be effectively managed? To what extent does the package affect other infrastructure providers?	Assess public and private property requirements to assess each package along with any physical impacts on other infrastructure Is the package impacted by any property associated with Crown Lands, Māori Land and Treaty settlement Lands?	NZTA Property – Emma Baker

## Implementability Criteria

Criteria	Description	Matters to Consider	Quantitative measures, information or data to assist assessment	Scoring Assessment undertaken by
<b>Value for Money</b>		Value for Money using assessed capital costs and affordability	Comparison of assessed the cost of the local road components of the package against NCC affordability criteria. Qualitative assessment of benefits and costs for options on the State Highway.	AECOM - Graeme Doherty
<b>Technical Criteria (Feasibility)</b>	Consentability	What is the level of complexity in gaining statutory approvals and how significant are the requirements for mitigation?	Review of Nelson's (and Tasman's if relevant) Resource Management Plans in relation to each package to identify the range and nature of any designations and status of resource consents required.	Mitchell Daysh - Stephen Daysh
	Technical	How straightforward is it to implement the package, including opportunities for social and environmental mitigation? Are there any technical risks involved in developing or implementing the package?	Qualitative assessment of packages technical risks	AECOM - Graeme Doherty
	Adaptability	How adaptable to future change is the package	The degree at which the package precludes the opportunity to adapt to the foreseeable and unforeseeable risks including changing demands, land use, climate change, policies.	Project Team

## 4.0 SCORING

The scoring of each criterion will identify any differences in packages against the base case of do-minimum. If a package has similar effect to the Do Minimum, then it would receive a zero score. The scoring will compare the 2048 year to the 2018 year.

Scoring is to be confined to the geographic area of the project area (shown below).

Unless otherwise stated, the MCA assessment will use a seven-point scale being:

+3	Significantly Positive
+2	Moderately Positive
+1	Slightly Positive
0	No Benefit or Impact
-1	Slightly Adverse
-2	Moderately Adverse
-3	Significantly Adverse

If it is considered that there is an extreme risk, the assessor can identify this concern in the MCA by keeping the -3 score but changing the colour from **-3** to **-3**. This will highlight in the MCA the importance of the issue alongside detailed comments on the issue.

## 5.0 Project Area

The project area is bounded by SH6 from Annesbrook roundabout to the Haven Road roundabout, Haven Road, Halifax Street, Rutherford Street, Waimea Road, Whakatu Drive to the Annesbrook roundabout. It also includes the primary routes (all modes) to the CBD from Rutherford Street.



Figure 1 Project Study Area

## 6.0 Packages

Packages are consistent with the NZTA's Intervention Hierarchy. The general theme of the packages are provided below. Specific options within each package can be found in the long list.

## **PACKAGE 1 – Do Minimum**

This is the package to assess the other packages against. Please consider the current do-minimum options, the current Network Operating Hierarchy (NOH) and gaps, the evidence provided in the Draft Strategic Case and your own knowledge of Nelson (including the width and layout of the multi-modal transportation network).

Nelson in 2048 – Working Assumption:

- The current places in Nelson remain in their current location e.g. the airport, port, hospital, central city and schools and that significant places do not relocate or expand to new locations.
- In 2048, the current mean sea level would have risen by 0.3m and 0.44m, which is correlated to the RCP 2.6 scenario and 8.5 scenario respectively, as advised by Ministry for the Environment.
- High growth scenario defined in the Nelson Tasman Future Development Strategy has been realised as per Table 1 of that document.

The do-minimum also assumes that the existing seawall along Rocks Road is replaced no later than 2028 (based on current structural and geotechnical assessments) and the whole wall is replaced as one project rather than multiple projects and is designed and constructed to accommodate the predicted sea level rise for the next 100 years.

It is important to only consider those interventions within the Project Area (including the primary routes to the CBD) when scoring.

## **PACKAGE 2 – Network Optimisation**

Package 2 provides interventions that are focused on improved infrastructure for active modes and optimisation of existing roads. Package 2 seeks to align with the desired outcomes within NZ Transport Agency's "Keeping Cities Moving" document - <https://www.nzta.govt.nz/walking-cycling-and-public-transport/keeping-cities-moving/>

The vast majority of interventions fit within the existing road designation or dedicated off-road pathways. No significant reclamation or property purchase is envisaged.

Please consider the NOH for 2048 (all modes), the Functional Level of Service (FLoS), (particularly for active modes and the changes to the minimum widths of footpaths and the change to separated cycling facilities) from on-road facilities in the do-min and the outputs of the traffic modelling for 2018, 2028 and 2048 to form the basis for comparing the Package 2 in 2048 with the Do-minimum.

The following assumptions are noted:

- The construction of all interventions will have been completed by 2028.
- all the interventions outside of the project area will have also been completed.

It is important to only consider those interventions within the Project Area (including the primary routes to the CBD) when scoring.

## **PACKAGE 3 – Significant Optimisation**

Package 3 includes the interventions of Package 2 plus further interventions that are focused on further reducing the number of vehicular trips that utilise the two main arterial routes (SH6 and Waimea/Rutherford) between Annesbrook roundabout and the Haven Road / SH6 intersection.

The majority of the specific interventions for Package 3 that are not included in Package 2 will require some localised widening and changes to the cross sectional layout of main arterials to minimise the quantum of widening required.

The overall focus of Package 3 is to minimise the number of single occupancy vehicles using these routes by utilising additional road space (at peak times) on the two main arterials for interventions that utilise that space for more buses and / or HOV type interventions to provide for a less congested journey into and out of the Nelson CBD area. Outside of peak periods, the additional road space can be used for parking.

Sub-packages provide for the provision of peak hour clearways for general traffic (rather than HOV/PT) to utilise the widening both with (Package 3B) and without Package 2 (Package 3C). When considering the scoring for sub-package 3C, please note the difference that including or excluding the extra widening of Rocks Road would do to the score.



For the purposes of scoring the package, assume that the construction of all interventions within the package will be completed by 2028.

#### **PACKAGE 4 – Significant Widening for General Traffic**

Package 4 contains Package 2, adjusted to incorporate significant road widening interventions for general traffic on SH6 and Waimea/Rutherford Roads between Annesbrook and Haven Road roundabouts. The additional capacity provided is for general traffic to use on a 24/7 basis.

Package 4 reflects current parking locations and makes provision for that within the overall cross sectional layout.

A sub-package (Package 4B) is that Package 2 is not implemented. When considering the scoring for sub-package 4B, please note the difference that including or excluding the extra widening of Rocks Road would do to the score.

For the purposes of scoring the package, assume that the construction of all interventions within the package will be completed by 2028.

#### **PACKAGE 5 – Additional Capacity via a New Route**

Package 5 contains Package 2 plus additional roading capacity for general traffic via a new state highway route. An improved link from the new route to the CBD is also provided. Package 5 also includes the revocation of the existing SH6 between Annesbrook and Haven Road roundabouts, with the new route becoming the state highway.

A sub-package (Package 5B) is that Package 2 is not implemented. When considering the scoring for sub-package 5B, please note the difference that including or excluding the extra widening of Rocks Road would do to the score.

For the purposes of scoring the package, assume that the construction of all interventions within the package will be completed by 2028.

## **7.0 INSTRUCTIONS**

There are two stages to the MCA process. This first stage aligns with the Indicative Business Case, whilst the second stage (after public engagement) will align to the Detailed Business Case. For Stage 1 (this stage), specialists should review the main themes of the packages together with the information provided, undertake a qualitative assessment and provide a single score for the packages and sub-packages relative to the do-minimum.

The MCA scoring is a useful decision support tool to aid in distinguishing between packages. Scores shall be based on the level of effects (adverse or positive) of each package for each specialism. Each specialist shall assume that standard/expected mitigation is implemented correlated to their specialism. In determining a score for each package, each specialist shall record the reasons and rationale behind their overall score, taking account of both positive and negative effects. As part of the scoring, specialists shall also consider, in broad terms, the construction effects of the interventions within the packages.

Except as otherwise noted (see assumptions in Package 2 above), Specialists shall only consider the project area when scoring.

Please consider the long list of options that have been identified during the course of the project and assigned to the various packages. Please review those that have been excluded and make note of any that you think should be included and the reasons why.

NFAP Traffic Modelling Results Summary for MCA Specialists

The traffic modelling undertaken for NFAP covers a large area bounded to the south and west by the Waimea River, the Richmond foothills to the east and the SH6/Atawhai intersection to the north

The project area covers the area bounded by SH6 from Annesbrook roundabout to Haven Road roundabout and Waimea Road/Rutherford Street/Halifax and Haven Roads

The traffic model main cordon covers the area north of a screen line at Annesbrook roundabout

The do minimum trips by mode shows the number of journeys (trips) that are estimated in 2028 and 2048  
A trip is a single person trip ie 3 people in a car = 3 trips

Main Cordon Do minimum trips AM peak Mode Share			
Mode	Cars	Bus Pax	Active Mode
2018 (Trips)	27514	465	9345
2028 (Trips)	30928	489	11030
2048 (Trips)	38795	547	17403

For comparison the number of trips by mode is estimated below if the short term package was fully implemented by 2028

Main Cordon Short Term Package AM trips Mode Share			
Mode	Cars	Bus Pax	Active Mode
2018 (Trips)	27514	465	9345
2028 (Trips)	29379	501	12567
2048 (Trips)	36810	569	19367

This translates into estimated travel times by car between Annesbrook roundabout and the intersection of Rutherford Street and Hardy Street via the two main arterials

AM Car Travel Time - Annesbrook to Hardy St (min)					
	2018	2028 Do min	2028 Short Term Package	2048 Do min	2048 Short Term Package
via Rocks Road	13.3	14.3	13.9	15.5	14.8
via Waimea	10.9	11.1	10.5	12.6	11.7
AM Car Travel Time - Hardy St to Annesbrook (min)					
	2018	2028 Do min	2028 Short Term Package	2048 Do min	2048 Short Term Package
via Rocks Road	9.5	9.9	9.8	10.6	10.6
via Waimea	7.7	8.1	8.1	9.1	9.2

For comparison the number of trips by mode is estimated below if the priority lanes package was fully implemented by 2028. For this package it is important to note that the modelling was undertaken to understand how many extra bus passengers were needed (in conjunction with the short term package) to provide similar travel times (in the peak period) along the two main arterials

Main Cordon Priority Lanes Package AM peak Mode Share Trips			
Mode	Cars	Bus Pax	Active Mode
2018	27514	465	9345
2028	28970	910	12567
2048	36053	1326	19367

Estimated travel times in the AM peak period by car between Annesbrook roundabout and the intersection of Rutherford sand Hardy Street via the two main arterials

Route	Car Travel Time (min)				
	2018	2028 Priority Lanes	2028 (Do Min)	2048 Priority Lanes	2048 (Do Min)
Annesbrook to Haven (via Rocks Road)	11.1	10.9	12.2	11.2	13.2
Haven to Annesbrook (via Rocks Road)	8.2	8.2	8.5	8.4	9.1
Beatson to Rutherford (via Waimea)	10.0	8.7	10.3	9.0	11.7
Rutherford to Beatson (via Waimea)	7.0	7.0	7.3	7.6	8.3

Estimated number of vehicles using the main arterials if the coastal widening package was built by 2028

Coastal Widening - Vehicle ADT - Annesbrook to Hardy St (veh)					
	2018	2028 Do Min	Coastal Widening	2048 Do Min	Coastal Widening
via Rocks Road	10267	11691	18411	13057	22713
via Waimea	14116	16153	11847	18106	9969

Coastal Widening - Vehicle ADT - Hardy St to Annesbrook (veh)					
	2018	2028 Do Min	Coastal Widening	2048 Do Min	Coastal Widening
via Rocks Road	7879	11293	15871	12637	17782
via Waimea	14679	16483	12912	18871	15829

Estimated number of vehicles using the main arterials if the inland route package was built by 2028

Inland Route - Vehicle ADT - Annesbrook to Hardy St (veh)					
	2018	2028 Do Min	2028 with SLR	2048 Do Min	2048 with SLR
via Rocks Road	10267	11691	10112	13057	12744
via Waimea	14116	16153	11847	18106	9969
via IR			8299		7750

Inland Route - Vehicle ADT - Hardy St to Annesbrook (veh)					
	2018	2028 Do Min	2028 with SLR	2048 Do Min	2048 with SLR
via Rocks Road	7879	11293	7796	12637	9991
via Waimea	14679	16483	12912	18871	15829
via IR			8075		7791

Estimated travel times using the main arterials if the inland route package was built by 2028

Inland Route Car Travel Time - Annesbrook to Hardy St (min)					
	2018	2028 Do Min	2028 with IR	2048 Do Min	2048 with IR
via Rocks Road					
AM	13.3	14.3	13.4	15.5	17.3
IP	10.0	10.9	10.0	12.3	11.6
PM	10.5	11.2	10.3	13.8	11.8
via Waimea					
AM	10.9	11.1	11.5	12.6	14.2
IP	6.6	7.3	6.8	8.2	7.6
PM	7.3	7.8	7.0	8.2	10.4
via IR					
AM			10.4		15.3
IP			7.1		7.9
PM			7.2		8.0

Inland Route Car Travel Time - Hardy St to Annesbrook (min)					
	2018	2028 Do Min	2028 with IR	2048 Do Min	2048 with IR
via Rocks Road					
AM	9.5	9.9	9.3	10.6	10.3
IP	9.4	9.7	9.6	10.7	11.3
PM	10.9	10.4	10.3	19.9	10.4
via Waimea					
AM	7.7	8.1	6.3	9.1	7.9
IP	6.4	6.8	6.8	7.6	7.3
PM	8.0	9.9	8.3	21.6	7.6
via IR					
AM			7.7		8.2
IP			6.0		6.4
PM			7.6		9.2



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WAKA KOTAHI NZ TRANSPORT  
AGENCY

**NELSON FUTURE ACCESS  
PROJECT**

Multi-Criteria Analysis – Consentability

8 October 2020

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**Appendix B:** Part 2 Assessment

**Appendix C:** Overall Assessment

**Appendix D:** Designation DN.9



## REPORT INFORMATION

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## EXECUTIVE SUMMARY

The Nelson Future Access Project seeks to develop a detailed investment programme for a multi-modal transport system that supports community aspirations for a thriving CBD, a world class waterfront and a safe, accessible and resilient transport system that will meet the diverse needs of customers and communities. In the course of undertaking a multi-criteria analysis to support the detailed business case for the Project, a number of options have been considered, and as a result, the specific approach under evaluation has evolved. This report provides a view of the remaining eight packages that are considered to provide the outcomes sought, with a planning lens.

In considering the Project, a number of national and local documents have required consideration, including the more traditional plans that have been promulgated under the Resource Management Act 1991, and other planning documents that fulfil the requirements of different legislation. This report provides a brief commentary as to the impact of each relevant document and evaluates the proposed interventions against a do nothing/do minimum approach in light of those planning constraints.

**Appendices A, B and C** to this report provide a summary of the consentability of the eight packages, based on the environment created by the relevant planning documents;

**Appendix C** provides the overall score for the packages, reproduced as follows:

	Policy Framework	Part 2	Heritage Approvals	Overall Score
Package 1 – Do Minimum	0	+1	0	0
Package 2 – More travel choice	+3	+3	-1	+3
Package 3 – Priority lanes via peak period clearways + Package 2	+2	+2	-2	+1
Package 3B – Peak period clearways for general traffic + Package 2	+2	+2	-2	+1
Package 4 – Enhanced Rocks Road as a State Highway + Package 2	0	+1	-3	-1
Package 5 – New arterial route + Package 2	-1	-2	-1	-2

	Policy Framework	Part 2	Heritage Approvals	Overall Score
Package 5A – New State Highway route with cut and cover at Toi Toi intersection + Package 2	-1	-2	-1	-2
Package 5Ab – New route (no freight) with cut and cover at Toi Toi intersection for priority traffic (bus and T3) + Package 2	-2	-2	-1	-1

Due in part to the specific wording of various objectives and policies, the inclusion of Package 2 (which seeks to encourage better uptake of active modes of transport and public transport) will play a significant role in off-setting potential planning concerns, and this is reflected in the Overall Assessment that is contained in **Appendix C**.

This report also collates some of the mitigation measures that have emerged via the contributing technical reports that have been made available for consideration. While these measures should not be considered a definitive list of the mitigation measures required, they do provide a useful starting point, and can inform the next stages of the consenting and approval process.

Finally, this report also provides some general commentary regarding the extent to which the project responds and provides solutions to the project purpose.



## 1. INTRODUCTION

Waka Kotahi NZ Transport Agency (**Waka Kotahi**) and Nelson City Council (**NCC**) have partnered to investigate various interventions that are focussed on securing a number of specific investment objectives:

- Nelson’s transport system is more effective at moving people and freight;
- Nelson’s transport system provides better access to employment, amenities and core services;
- Nelson’s transport system contributes to quality urban environments;
- Nelson’s transport system feels safer and is safer; and
- Nelson’s transport system is more resilient.

This report explores the various statutory and other documents that will likely apply to the authorisations<sup>1</sup> required under the Resource Management Act 1991 (**the RMA**) of the various packages and sub-options that have been defined in the *Project Reference Group Workshop 4 Information Pack* provided by the project partners. The position under the Heritage New Zealand Pouhere Taonga Act 2014 (**HNZPTA**) is also considered. This report reflects our assessment of the various intervention packages and follows a review of inputs prepared by other project specialists and involvement in the broad consultation process.

There are five general packages that are being considered, and sub-options have also been derived for Packages 3, 4 and 5, as outlined in the *Project Reference Group Workshop 4 Information Pack* document provided to all the project specialists to evaluate and score. Further, as the project has evolved, additional sub-options have been identified and assessed. Of note, the assessment of a number of these options has been discontinued as the Business Case process has progressed. The options that are no longer under consideration are shown in grey highlight below. For completeness, these options are included in this report, however, are highlighted to demonstrate they are no longer under active consideration. The options and sub-options are:

- Package 1 – Do Minimum
- Package 2 – More travel choice (also described as short-term interventions)
- Package 3 – Priority lanes via peak period clearways (includes Package 2 interventions)
- Package 3B – Peak period clearways for general traffic (includes Package 2 interventions)

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<sup>1</sup> Designations and/or resource consents.

- Package 3Ba – Peak period contraflow lane for general traffic (includes Package 2 interventions)
- Package 3C – Peak period clearways for general traffic (does not include Package 2 interventions)
- Package 3Ca – Peak period contraflow lane for general traffic (does not include Package 2 interventions)
- Package 4 – Enhanced Rocks Road as State highway (includes Package 2 interventions)
- Package 4B – Enhanced Rocks Road as State highway (does not include Package 2 interventions)
- Package 5 – New Arterial Route (includes Package 2 interventions)
- Package 5A – New State highway route with cut and cover at Toi Toi intersection (includes Package 2 interventions)
- Package 5Ab – New route (no freight) with cut and cover at Toi Toi intersection for priority traffic (bus and T3), and also includes Package 2 interventions
- Package 5B – New Arterial Route (does not include Package 2 interventions)
- Package 5Ba – New State highway route with cut and cover at Toi Toi intersection (does not include Package 2 interventions)
- Package 5BaB – New route (no freight) with cut and cover at Toi Toi intersection for priority traffic (bus and T3), does not include Package 2 interventions.

A table demonstrating the outcome of this evaluation process and our opinion of the overall consentability of each package as defined is attached as **Appendix A**.

In broad terms, the objectives and policies of the documents indicate the need for a whole of network approach. The issue of whether the interventions sit well within that framework will come down to the benefits secured by those whole of network interventions.

This assessment has been informed by:

- the Multi-Criteria Analysis (**MCA**) scoring undertaken by other project specialists;
- the round table discussion with the other specialists on 26 February 2020;
- the challenge session attended by Waka Kotahi and NCC representatives held on 4 March 2020;
- further updates from the specialist to their scoring made through March 2020;
- public consultation which occurred throughout July 2020 (and which is summarised separately in the Engagement Summary; and

- Project Reference Group meetings, including the critical fourth and final session on 2 September 2020, where the specific community objectives were scored by Group members.

In combination, these elements are all key to understanding and advising on the ultimate consentability of the various packages and sub-options.

This assessment also provides an assessment of the matters set out in Part 2 of the RMA, as summarised in **Appendix B**. The provisions of Part 2 provide guidance as to how the effects of any package or proposal will be assessed in respect of the broad judgement required by decision makers under the RMA, and these provisions also provide some guidance as to where mitigation may be necessary. This advice takes into account the scores attributed by other contributing specialists within each specific discipline.

Finally, it is useful to note that due to its age, the current Nelson Resource Management Plan does not use the same road classifications as those used in the NZ Transport Agency’s One Network Road Classification System. As a result, some flexibility in interpretation has been required.

## 2. METHODOLOGY

In assessing the packages, a number of planning documents have been reviewed:

- The packages of interventions have been tested against the planning framework relevant to the project area. This is included as Sections 4 to 16, and attached as **Appendix A**.
- The anticipated effects of the proposal have been considered against the provisions of Part 2 of the Resource Management Act. This brief initial Part 2 assessment is undertaken at Section 17 of this report, and is attached in greater detail as **Appendix B**.
- The reports prepared by technical experts in different disciplines have also been considered to support the assessment of the matters identified above. Where those experts have made recommendations in respect of mitigation measures available, they have been collated and included at Section 18, below.

The assessments have been undertaken on a qualitative basis, utilising the scale shown below.

+3	Significantly Positive
+2	Moderately Positive
+1	Slightly Positive

0	No Benefit or Impact
-1	Slightly Adverse
-2	Moderately Adverse
-3	Significantly Adverse

Each package has been assessed and attributed an overall score that has been derived via a qualitative assessment (rather than simply summing the individual scores given). An overall relativity assessment has been undertaken, and the key reasons for these scores are highlighted in the summary table attached as **Appendix C**. We have also included a sub-score to assist thinking around the relative scoring for the MCA consentability criterion, given that authorisations for many of the packages (including do minimum Package 1) requires authorisation for any modification and destruction of listed historic places under the HNZPTA.

We have identified four key working assumptions in developing our initial overall scoring of the MCA consentability criterion as follows:

- The Rocks Road Seawall will need to be replaced by 2028 as per the “do minimum” (Package 1);
- It has been agreed that the “Do Minimum” package will be scored as a 0 by all specialists;
- The yet to be notified Proposed Nelson District Plan will ultimately inform the Policy Framework but has not been considered in this assessment (on the basis that only a draft of the document has been released for consultation, on 6 October 2020, and no weight can be placed on it at this pre-notification stage of the planning process).
- We have added in a Heritage Approval sub-set as authorisations will be required under the HNZPTA.

The current proposed package of interventions provides an opportunity to thoroughly test the various benefits and disbenefits of each package and have been developed in a partnership approach between Waka Kotahi, NCC, and key stakeholders. We do note that at its meeting on 28 February 2020, the Nelson Future Access Plan (**NFAP**) Governance Group made some comments on the currently defined packages that this assessment considers, and the assessment below takes this feedback into account, along with the discussions at the Challenge Session on 5 March 2020.

Subsequent to the delivery of the other technical reports that inform the assessment of the Project, a sensitivity analysis has been undertaken in respect of the consentability aspects of the proposal. This has involved reflecting on the recommendations and outcomes of

those reports, and undertaking a secondary review of the consentability assessment of the project. The technical assessments provide additional detail that will inform the effects assessment of the Project, which are then in turn assessed against the policy directives provided in the relevant planning framework, as addressed in this report. In large part, the draft assessment of the policy framework that was undertaken in February 2020 accurately demonstrated the consentability of the project in the absence of technical detail. The provision of the technical detail at this stage in the project has reinforced the outcomes of the earlier draft report. Where necessary, the scores recorded below have been updated to more fully account for the effects identified, however any amendments required have been in the order of one point.

### **3. BACKGROUND**

#### **3.1 CONSULTATION**

The project is being developed via a collaborative approach, and the funding partners for the project (Waka Kotahi and NCC) are working alongside iwi as a partner and local stakeholders (though a Project Reference Group process).

In short, we consider that this approach adds considerable robustness to the planning and project development process that is being undertaken, particularly in light of significant community disquiet and opposition to earlier transport planning processes, including that leading to the 2004 Southern Link Environment Court Decision. It accords with our previous advice provided to Waka Kotahi following initial engagement during the Programme Business Case (**PBC**) stage.<sup>2</sup>

#### **3.2 LOCAL CONTEXT**

##### **3.2.1 Future Planning for Victory Square/Tahunanui/Rocks Road**

We are aware that over the years, many planning and community ideas have been advanced regarding the enhancement of these areas. Little formal progress appears to have been made, however we recognise that this comment is made in the absence of a detailed review of the Draft Nelson Plan document.<sup>3</sup> These are key geographic areas in Nelson where future spatial planning is likely to occur, and for which integration with the NFAP preferred package of interventions will need to be closely aligned.

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<sup>2</sup> *Nelson Southern Link Project Decision Making Discussion Paper, Mitchell Daysh Limited, December 2016.*

<sup>3</sup> The First Stage of the review was released for public comment on 6 October 2020.

### 3.2.2 Nelson Hospital

Work is currently underway on a Detailed Business Case for the future development of Nelson Hospital (board paper, presented at the Nelson Marlborough Health Board Meeting, 28 July 2020). The Indicative Business Case (**IBC**) for that project was approved on 28 April 2020, and the background to the IBC is as follows:

*Over the last 20 years the Nelson hospital site has undergone several partial re-developments which have seen a number of services provided with more modern facilities. More recently, plans for a full redevelopment were also completed, but challenges, primarily related to affordability, meant that these plans were not pursued.*

*Although previous re-developments modernised a number of facilities, the main structures are now very old and some are at significant risk of earthquake damage. Demands on the site are expected to increase as a result of an ageing population and population growth in general. This is driving NMDHB to review the health services and site plans, to enable the development of a business case for the redevelopment of the site to meet the future needs of the NMDHB population.*

As the future development project appears to be focussed on the redevelopment of the current hospital site (instead of a greenfield site which we understand the feasibility of which has also be considered), it is assumed that the hospital will be retained on its current site, and will continue to be key in considering any interventions associated with the Waimea Road corridor in particular.

### 3.2.3 Natural Hazards

It is understood that NCC is presently underway with an evaluation of sea level rise impacts and climate changes issues for the City, and we anticipate that the output from this work stream will likely inform the second stage of the Draft Nelson Plan. This study will be of some significance to the Nelson Future Access Project also, as the key component of the study area includes Rocks Road, which has from time to time already been impacted by storm surges and overtopping. Our understanding is future predictions of sea level rise will increase the frequency and extent of such storm surges. It will be key to ensure that a review and better understanding of the outputs of the Coastal Hazards study can be undertaken to further inform the outputs of this project.

There are a range of other natural hazards within the defined study area, including areas prone to flooding, fault lines (and associated earthquake hazards), and hillside slipping and cliff collapse potential. Planning for community resilience, including providing for lifelines in the event of these hazards leading to a significant future event in the study period up to 2048 and beyond, will be key considerations in the ultimate preferred transport package decision in our view.

### 3.3 SOUTHERN LINK DECISION

We have been provided with an assessment of the implications of the Environment Court's 2004 decision in respect of *Nelson Intermediate School v Transit NZ*, completed by Waka Kotahi's legal advisors, Buddle Findlay, dated 30 March 2015. That advice is that there is nothing in the RMA that prevents revisiting the same or a similar proposal. However, it is noted that the Court found the previous proposal was "*fundamentally ... the wrong place to put a State Highway*".<sup>4</sup>

The advice identifies a number of matters that Waka Kotahi will need to consider in determining the consentability of any package advanced:

- that the Environment Court decision has been considered carefully and has been responded to;
- demonstrates that the 'new' proposal is an enhancement of the previous proposal, in particular in relation to the matters of concern to the Court;
- is compelling, sound, clearly articulated and supported by strong evidence (in particular the transport case);
- the consideration of alternatives is a sound process, well-documented and supported by strong evidence;
- strong and compelling evidence is provided in respect of the effects of concern to the Court, and provides advice regarding any necessary mitigation;
- any changes in circumstances since the 2004 decision are carefully addressed.

Care will therefore be required to ensure that any proposal advanced appropriately responds to the key tenets of the Court's decision.

More recently, Waka Kotahi has been undertaking more robust assessments of specific improvement packages, and this project is following such a process. The current proposed packages of interventions provide an opportunity to thoroughly test the various benefits and disbenefits of each option that have been developed in a partnership approach between Waka Kotahi, NCC, and key stakeholders.

Since 2004 Nelson's planning framework has continued to evolve to better take account of the integrated management of transport and modal choice, along with seeking to manage the adverse effects of the transport network. We anticipate that this planning, which has included the recent release of a Future Development Strategy (**FDS**) jointly prepared by NCC and Tasman District Council (**TDC**) will continue with the release of the Draft Nelson Plan, and anticipate this Plan to have a significant influence on the

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<sup>4</sup> Paragraph 202 of Environment Court decision.

consideration of the project. While it is not possible to formally identify all effects that result from the suite of interventions proposed (and the commensurate mitigation of such effects), the policy framework provides a helpful starting point for the analysis of potential effects and mitigation measures required to address these.

Finally, the proposed improvements that are currently under consideration weigh an array of interventions against each other. The proposals under current consideration provide a suite of considered alternatives, which will need to be considered further and evolve prior to the project partners deciding their overall preference for the NFAP during this Detailed Business Case (**DBC**) phase. Ultimately, prior to any formal RMA and HNZPTA authorisations being sought, the adopted package will need thoroughly documented, in terms of the requirements of this legislation, including the matters covered under section 171 of the RMA.

It is recommended that Buddle Findlay review their 2015 advice associated with their key questions outlined above in relation to the 5 packages (and associated sub-options) during this DBC stage of the NFAP.

### **3.4 LONG LIST**

In developing the current suite of options that are under consideration, a long list of options was developed. A number of these options have been excluded for various reasons; those options that have been retained have been included in the options currently under assessment. Options discounted have included:

- Changes to port activities and operations
- Congestion charging
- Tunnelling, cutting and covering Rocks Road, and overpass at Queen Street
- Changes to operating hours (schools, retailing etc)
- Increases to truck capacity
- Introduction of rail/gondola
- One-way flow
- Culture change
- Various management mechanisms, such as school zoning, election cycle

Of these options, it is noted that tunnelling, cutting and covering Rocks Road and an overpass at Queen Street do not feature in the options currently under consideration. The options could address a number of concerns associated with the project, by way of avoiding (in particular) social impacts of any option selected, and potentially having a resulting positive impact on the RMA approvals required for the project.



These options have been excluded due to concerns at the value for money that they offer. From an RMA perspective, the exclusion of these project options will require compelling evidence and documentation as to why they have not been advanced.

### 3.5 CURRENT PROPOSAL

Eight discrete packages of interventions are now proposed, ranging from a do minimum options through to a new route. Sub-packages proposing the inclusion or exclusion of interventions seeking to improve provision for walking and cycling alongside roading improvement have also been included in the project. Works will be completed by 2028-2048, depending on the package selected.

## 4. NEW ZEALAND COASTAL POLICY STATEMENT

The New Zealand Coastal Policy Statement (**the NZCPS**) is of relevance to Packages 2, 3, 3B and 4 in particular, as these proposals all include some widening of the road reserve adjoining the coastal marine area, and accordingly, some reclamation is anticipated to result from the proposal. Some reclamation may also be required for Packages 5, 5A and 5Ab, due to the inclusion of the short-term improvements proposed via Package 2 in those packages.

Relevant objectives from the NZCPS include:

- Safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land, by maintaining or enhancing natural biological and physical processes in the coastal environment and recognising their dynamic, complex and interdependent nature (Objective 1).
- Preserve the natural character of the coastal environment and protect natural features and landscape values through recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution, and identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities (Objective 2).
- Take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment (Objective 3).
- Maintain and enhance the public open space qualities and recreation opportunities of the coastal environment (Objective 4).
- Ensure that coastal hazard risks taking account of climate change, are managed (Objective 5).

- Enable people and communities to provide for their wellbeing, health and safety, through recognising that the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits (Objective 6).

Policy 10 of the NZCPS is particularly relevant to this proposal, and provides detailed guidance as to the suitability of reclamation, as follows:

- (1) *Avoid reclamation of land in the coastal marine area, unless:*
  - (a) *land outside the coastal marine area is not available for the proposed activity;*
  - (b) *the activity which requires reclamation can only occur in or adjacent to the coastal marine area;*
  - (c) *there are no practicable alternative methods of providing the activity; and*
  - (d) *the reclamation will provide significant regional or national benefit.*
- (2) *Where a reclamation is considered to be a suitable use of the coastal marine area, in considering its form and design have particular regard to:*
  - (a) *the potential effects on the site of climate change, including sea level rise, over no less than 100 years;*
  - (b) *the shape of the reclamation, and, where appropriate, whether the materials used are visually and aesthetically compatible with the adjoining coast;*
  - (c) *the use of materials in the reclamation, including avoiding the use of contaminated materials that could significantly adversely affect water quality, aquatic ecosystems and indigenous biodiversity in the coastal marine area;*
  - (d) *providing public access, including providing access to and along the coastal marine area at high tide where practicable, unless a restriction on public access is appropriate as provided for in policy 19; 16 New Zealand Coastal Policy Statement 2010*
  - (e) *the ability to remedy or mitigate adverse effects on the coastal environment;*
  - (f) *whether the proposed activity will affect cultural landscapes and sites of significance to tangata whenua; and*
  - (g) *the ability to avoid consequential erosion and accretion, and other natural hazards.*
- (3) *In considering proposed reclamations, have particular regard to the extent to which the reclamation and intended purpose would provide for the efficient operation of infrastructure, including ports, airports, coastal roads, pipelines, electricity transmission, railways and ferry terminals, and of marinas and electricity generation.*
- (4) *De-reclamation ...*

This policy does place a considerable emphasis on the need to demonstrate that any proposed reclamation is the most appropriate means to providing the additional road capacity, however much of this assessment is required under the Nelson planning framework in any case. It is anticipated that the topography of the Rocks Road area, and the anticipated nature of any reclamation undertaken will go some way to mitigating this effect, however during detailed design the matters outlined in this policy will require substantial consideration. Of note is the preliminary ecology advice regarding the relatively low ecological values of the coastal environment adjoining Rocks Road.

#### **4.1 SUMMARY**

The values ascribed to Packages 1, 2, 3, 3B, 5, 5A and 5Ab reflect the minor nature of the anticipated reclamation required. As a more substantial reclamation is required to give effect to Package 4, this option has been assessed as having a moderately adverse impact.

### **5. NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT**

The National Policy Statement on Urban Development (**NPS-UD**) took effect from 20 August 2020 and replaces the 2016 National Policy Statement on Urban Development Capacity. With the replacement of the earlier statement with the 2020 document, it is appropriate to consider the updated provisions and their impact on the project.

The NPS-UD provides stronger direction in respect of:

- The requirement for planning decisions to contribute to well-functioning urban environments;
- specific reference to amenity values, climate change, housing affordability and Te Tiriti o Waitangi;
- enabling greater intensification in areas where there is the greatest evidence of benefit;
- removal of minimum car parking from district plans; and
- requirement for local authorities to be responsive to unexpected plan change requests where they would contribute to desirable outcomes.

The NPS-UD specifically recognises the critical role of infrastructure in providing a well-functioning urban environment, and Objective 3 recognises this functional relationship. In addition, Objective 6 notes the importance of taking an integrated approach to urban development and infrastructure planning and funding decisions. Policies 1, 5, and 10 specifically give effect to these objectives.

In addition to the above, Policy 6 also requires decision makers to have particular regard to recognising that changes to the planned built form may impact on amenity, but that those changes are not in themselves an adverse effect. Relevantly, this policy also requires consideration of the likely current and future effects of climate change.

Policy 11 provides a framework for the removal of minimum parking rates, other than for accessible carparks.

The NPS-UD identifies both Nelson and Tasman as Tier 2 urban environments, which requires the preparation and maintenance of a Future Development Strategy. The Nelson Future Development Strategy discussed below at Section 12 provides local implementation of the NPS-UD. The NPS-UD required the review of the Strategy every three years, to align with the long-term plan cycle.

## 5.1 SUMMARY

Package	Comment	Assessment
1	The Do minimum is not well aligned with the NPS-UD, as it provides no response to the high growth experienced in this Tier 2 environment. The existing network will not keep pace with the level of development anticipated.	0
2	Package 2 seeks to address car dependency, which will in turn support a well-functioning urban environment.	+3
3	Package 3 provides outcomes that are similar to those offered by Package 2, due to its approach to addressing car dependency, alongside promoting a well-functioning urban environment.	+3
3B	While Package 3B includes the benefits provided by Package 2, its removal of priorities reduces its likelihood to achieve the objectives of the NPS-UD (specifically Objective 3).	+1
3C	Package 3C further erodes the ability of the project to achieve the priorities set out in the NPS-UD. As a result of the removal of Package 2 from this suite of interventions, it fails to deliver the output sought.	-2
4	Package 4 provides outcomes that are similar to those offered by Package 2, due to its approach to addressing car dependency, alongside promoting liveability and efficiency. A lack of priority for public transport in conjunction with this Package has reduced its effectiveness in achieving the objectives of the NPS-UD.	+1

Package	Comment	Assessment
4B	Package 4B significantly erodes the responsiveness of the interventions to the priorities set out in the NPS-UD. As a result of the removal of Package 2 from this suite of interventions, it fails to deliver the output sought.	-2
5	The construction of a new route as proposed by Package 5 doesn't seek to deal with the effects of car dependency and may result in continuing issues with efficiency in the future. It is less likely to contribute to a well-functioning urban environment, but presents some opportunity to encourage greater liveability. On balance it is largely neutral.	0
5A	The construction of a new route as proposed by Package 5A doesn't seek to deal with the effects of car dependency and may result in continuing issues with efficiency in the future. It is less likely to contribute to a well-functioning urban environment, but presents some opportunity to encourage greater liveability. On balance it is largely neutral.	0
5Ab	The construction of a new route as proposed by Package 5Ab does provide specifically for smoother public transport opportunities, which may in turn result in greater uptake of that mode, thus resulting in improved future efficiency. It is likely to make some contribution to a well-functioning urban environment, and presents some opportunity to encourage greater liveability.	+1
5B	Package 5B fails to encourage attainment of the outcomes of the NPS-UD. As a result of the wholesale removal of Package 2 from this suite of interventions, it does not enhance liveability and modal choice within the project area.	-2

## 6. NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020

The Project area encompasses both the York Stream and Jenkins Creek catchments, and crosses both watercourses. No other watercourses are impacted by the project, which is located within a highly modified urban environment. The objective of the National Policy Statement for Freshwater Management (**the NPS-FM**) is to ensure that resource management occurs in a way that prioritises:

- The health and wellbeing of water bodies and freshwater ecosystems;
- The health needs of people, such as drinking water; and

- The ability of prior and communities to provide for their social, economic and cultural wellbeing both now and in the future.

Various aspects of the proposal may impact on these matters, specifically the enhanced capacity of the roading network may alter the nature of, and increase the amount of, stormwater discharge from the roading network in this part of Nelson. Further, the project is likely to necessitate additional crossings of the two watercourses identified above.

There are no policies contained in the NPS-FM which are of specific relevance or concern to the Project.

## **7. NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH**

It is foreseeable that some parts of the sites impacted by any of the proposed packages have been used for activities that are included in the Hazardous Activities and Industries List (**the HAIL**). The HAIL includes activities that are broadly grouped as follows:

- Chemical manufacture, application and bulk storage;
- Electrical and electronic works, power generation and transmission;
- Explosives and ordnances production, storage and use;
- Metal extraction, refining and reprocessing, storage and use;
- Mineral extraction, refining and reprocessing, storage and use;
- Vehicles refuelling, service and repair;
- Cemeteries and waste recycling, treatment and disposal;
- Any land that has been subject to the migration of hazardous substances from adjacent land in sufficient quantity that it could be a risk to human health or the environment; and
- Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment.

Should part of any site affected by the selected package have been used for an activity listed on the HAIL, a resource consent will be required under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**the NESCS**).

Depending on both the source and nature of any contamination, specific mitigation measures may be provided. In the absence of any detail regarding actual or potential

contamination on any of the packages proposed, it is not possible to provide an assessment of the consentability of that aspect of the work, aside from noting the specific information requirements. Should any intervention impact on a contaminated site, a preliminary or detailed site assessment will be required to be provided in support of the resource consent application. Due to the lack of certainty as to the extent of any potentially contaminated sites on any of the routes, this issue has not been included in the assessment table attached as **Appendix A**. This matter will require review as further assessments are undertaken and greater certainty becomes available.

## 8. REGIONAL POLICY STATEMENT

The Regional Policy Statement for Nelson City (**the RPS**) became operative in 1997. A review was programmed to commence in 2007, however was delayed, and the review of that RPS has been included in the Nelson Plan project, a partial draft of which was released for public comment on 6 October 2020.

The RPS does not contain rules, however, does contain objectives and policies that impact on the consideration of any RMA approvals necessary for the proposal.

### 8.1 POLICY FRAMEWORK

The relevant transport objective set out in the RPS is:

*A safe and efficient land transport system that promotes the use of sustainable resources, whilst avoiding, remedying or mitigating its adverse effects on human health and safety, and on natural and physical resources.*

The policy directions taken in the RPS include:

- Promoting the development of a transport system, that meets community needs for accessibility, uses energy efficiently, discourages dispersed development, avoids or reduces adverse effects and is consistent with Part 2 of the Resource Management Act (IN2.3.1);
- Providing for the most appropriate form of expansion to avoid, remedy or mitigate the adverse effects of transport infrastructure. This involves weighing the benefits of expansion against the intensification of the use of the existing infrastructure (IN2.3.2);
- Controlling the effects of activities on the land transport system (IN2.3.3);
- Provide for continued safe and efficient operation, maintenance and upgrading of the network and its linkages with maritime and air transport (IN2.3.4); and
- Encouraging the adoption of active transport modes (IN2.3.5).

In broad terms, provided the interventions included in Package 2 are implemented, the proposed interventions fit well within the framework provided by the RPS. Some other matters require some additional comment, as follows:

- The specific wording of Policy IN2.3.2 does require a detailed assessment of the costs of the expansion of the transport network against the associated benefits. It is anticipated that such an assessment would be required to form a part of any application for approval under the RMA;
- Any package chosen will need to be complemented with an on-going planning framework that carefully manages expansion and controls the effects of activities on the land transport system. Given the stage in the plan development process that the Council has reached, it is not possible to presently identify this with any certainty; and
- None of the packages provide a particularly detailed response to maritime and air transport modes. While outside of the project area, the cumulative effect of the interventions proposed will impact beyond the area of study.

## **8.2 OTHER RPS OBJECTIVES AND POLICIES**

Other objectives and policies in the RPS that are relevant to this proposal include those applicable to natural hazards, amenity values, and the coast.

The objectives relating to natural hazards are focussed on the protection of property and human health and safety from the effects of natural hazards and minimising the effects of natural hazard events and hazard proneness. These are factors that the project needs to consider further, and it is anticipated that this will be informed by the workstream that the Council is currently undertaking (as identified in Section 3 above). The supporting policies highlight that development in hazard prone areas will be declined, or that remediation or mitigation will be required to offset the adverse effects of natural hazards.

In terms of amenity, the RPS seeks to preserve or enhance amenity values. The RPS seeks to avoid remedy or mitigate conflicts between adjoining land uses (Policy NA1.3.3) and to incentivise the retention of heritage buildings and sites throughout the City (Policy NA1.3.4)

The RPS also recognises the linkages between the coastal environment and the social, economic and cultural needs of the community, with particular reference to protecting natural character. This is relevant to a consideration of the project insofar as noting that the project proposes a variety of reclamations along Rocks Road. While the supporting policies recognise the relationship between the coast, amenity and the coast's dynamic nature, they are not particularly directive in this respect.



### 8.3 SUMMARY

Package	Comment	Assessment
1	Generally well-aligned with the outcomes set out in RPS, however given that the proposed interventions are minimal and unlikely to achieve the culture change it envisages, it is unlikely to deliver on the benefits sought by the project.	0
2	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2
3	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2
3B	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2
3C	The removal of Package 2 from this Package of interventions means that the project does not provide suitably for active modes, and as a result may fail to meet the community's desire in terms of mode share and accessibility.	-1
4	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2
4B	The removal of Package 2 from this Package of interventions means that the project does not provide suitably for active modes, and as a result may fail to meet the community's desire in terms of mode share and accessibility.	-1
5	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2

Package	Comment	Assessment
5A	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2
5Ab	Generally well-aligned with the outcomes set out in RPS. Some additional thinking may be required in respect of information supplied in support of any application, and whole of network interventions.	+2
5B	The removal of Package 2 from this Package of interventions means that the project does not provide suitably for active modes, and as a result may fail to meet the community's desire in terms of mode share and accessibility.	-1

## 9. NELSON AIR QUALITY PLAN

The Nelson Air Quality Plan (**NAQP**) became operative in 2008.

### 9.1 AIRSHEDS

The project area is included in all four airsheds defined under the NAQP:

- Airshed A covers the majority of the project area;
- Airshed B1 covers from the southern end of Rocks Road to the Annesbrook roundabout;
- Airshed B2 covers a small part of the project area, at the southern end of Waimea Road; and
- Airshed C includes the northern end of the project area, including Halifax Street and Wakefield Quay.

While outdated, the Ministry for the Environment's Environment Report Card indicates that in 2007, the Nelson A and B and Richmond<sup>5</sup> Airsheds did not meet the New Zealand annual guideline for PM10.

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<sup>5</sup> Located in the adjoining Tasman District.

## 9.2 POLICY FRAMEWORK

The consideration of any interventions proposed will be largely informed by the accompanying assessments.

The NAQP contains one overarching objective, as follows:

*The maintenance, and the enhancement where it is degraded, of Nelson’s ambient air quality, and the avoidance, mitigation or remediation of any adverse effects on the environment of localised discharges into air. (A5-1)*

At Policy A5-1.3, the NAQP identifies ambient air quality targets that were consistent with the guidance provided by the Ministry for the Environment in 2002. The remainder of that Policy identifies an approach to the management of contaminants to meet those targets, as follows

Air Quality	Management approach
Worse than ‘Alert’	priority to enhance that air quality to an ‘Alert’ level or better within any timeframe specified by the NES, or where no timeframe is specified, as soon as practicable and no later than 8 years after the exceedance is first reported.
Worse than ‘Acceptable’	air quality should be progressively enhanced to an ‘Acceptable’ level or better.
Acceptable or better	no further degradation of the existing ambient air quality that is more than minor will be allowed.

Policy A5-1.4(c)(iv) identifies that a reduction in emissions from the transport sector is required to achieve an improved target PM10 emission within the Urban Area.

The methods for achieving these targets include a number of matters, including improving the Nelson vehicle fleet and implementing transport strategies addressing uptake of alternative modes

It is also relevant to note that the NAQP also includes a policy to address the cross-boundary effects of air quality (Policy A5-1.10).

### 9.3 SUMMARY

Package	Comment	Assessment
1	Generally well-aligned with the outcomes set out in NAQP, however given that the proposed interventions are minimal and unlikely to achieve improvements to air quality within the project area, it is unlikely to deliver on the benefits sought by the project.	0
2	The interventions proposed in this Package provide better modal choice and are likely to result in greater uptake of active transport modes (including public transport), which in turn serve to reduce emissions associated with land transport activities, consistent with the NAQP. Given the historic exceedances identified above in respect of Airsheds A and B, a reduction in emissions is key to the enhancing of air quality in most of the project area.	+1
3	This Package incorporates the benefits provided by Package 2, as outlined above. It is neutral in respect of other air quality matters.	+1
3B	This Package incorporates the benefits provided by Package 2, as outlined above. It is neutral in respect of other air quality matters.	+1
3C	The omission of the benefits of Package 2 remove any air quality benefits that result from modal shift in respect of this Package. A shift away from single occupant vehicles is effectively a policy outcome sought by the NAQP.	-2
4	This Package incorporates the benefits provided by Package 2, as outlined above. It is neutral in respect of other air quality matters.	+1
4B	The omission of the benefits of Package 2 remove any air quality benefits in respect of this Package, which is emphasised as a policy outcome sought by the NAQP.	-2
5	This Package incorporates the benefits provided by Package 2, as outlined above. While it is largely neutral in respect of other air quality matters, this option could result in additional heavy vehicle use of the route, which has an adverse impact on air quality.	-1
5A	This Package incorporates the benefits provided by Package 2, as outlined above. While it is largely neutral in respect of other air quality matters, this option could result in additional heavy vehicle use of the route, which has an adverse impact on air quality.	-1

Package	Comment	Assessment
5Ab	This Package incorporates the benefits provided by Package 2, as outlined above. Although this option proposes the exclusion of freight on this route, the low freight volumes expected to use the route mean that this is of limited consequence.	-1
5B	The omission of the benefits of Package 2 remove any air quality benefits in respect of this Package, which is emphasised as a policy outcome sought by the NAQP. Further, the use of the Annesbrook route by increased heavy vehicles will potentially increase the impact of vehicle emissions, as outline above.	-2

## 10. NELSON RESOURCE MANAGEMENT PLAN

The Nelson Resource Management Plan (**the NRMP**) became operative on 1 September 2004. It is presently under review, and the First Stage of the Draft Nelson Plan<sup>6</sup> has been released for public comment on 6 October 2020.

The NRMP manages the remaining resources of the Nelson City area, such as the coastal marine area, freshwater, and land use activities (including zoning, designations, and heritage).

The planning framework under the NRMP has some limitations in respect of its application to the proposed packages. The NRMP provides a roading classification system that is not consistent with Waka Kotahi's One Network Road Classification System, and it is accordingly not possible to provide a definitive response as to the application of that Plan to the proposed intervention packages. Notwithstanding this, the comments provided below provide some visibility of the application of the existing NRMP provisions to the proposed interventions, noting that the release of a notified Plan will impact on the planning framework applicable at this level.

### 10.1 DESIGNATIONS

Some of the existing roads within the project area are designated under the NRMP. The western edge of the project area, State highway 6 from the Intersection of Haven Road and Queen Elizabeth II Drive, along Wakefield Quay, Rocks Road, Tahunanui Drive and Annesbrook Drive is designated by the NZ Transport Agency (now Waka Kotahi), for State highway purposes. In the Plan, this is shown as designations DTR1, DTR3, and DTR 4, and the designations are not subject to conditions. The NZ Transport Agency is also the requiring authority for DTR5, which is the designation of a portion of Whakatu Drive

<sup>6</sup> Further discussed at Section 13 below.

between Waimea Road and Annesbrook Drive for ‘proposed limited access road – arterial purposes’.

Those roads within the project area that are not controlled by Waka Kotahi are not designated. It is anticipated that this scenario is likely to be appropriately addressed in the Second Stage of the Draft Nelson Plan when it is released, however until those designations take effect, these routes must be considered as undesignated.

It is noted that while the NRMP identifies a route similar to that proposed for Package 5 on the planning maps, it is not a designated route. Designation DN.9 is a designation of the Railway Reserve from Quarantine Road to Saxtons Road West, however as this designation is outside the project area, this designation is of limited applicability to the project itself. Of note are the conditions of Designation DN.9 which specifically limit vehicular traffic. A copy of the existing designation is included as **Appendix D**.

Any modification of the existing designation that is required to give effect to the options described can be secured by an alteration of designation under section 181 of the RMA.

## 10.2 ZONING AND ROAD CLASSIFICATION

The project area encompasses almost all zones under the NRMP, including Inner City – Centre, Inner City – Fringe, Open Space Recreation, Suburban Commercial, Commercial Leisure, Residential, Residential – Lower Density, Industrial, and Rural – Lower Density Small Holdings.<sup>7</sup> In all of these zones, the NRMP specifically provides for the construction of any new road that is a State highway, Arterial Road or Principal Road as a discretionary activity. Within the context of the NRMP, this includes:

- All of the roads that mark the edge of the project area, with the exception of the northernmost portion of Rutherford Street, between Selwyn Place West and Halifax Street;
- St Vincent Street from Halifax Street to Totara Street;
- Vanguard Street from Haven Road to Gloucester Street;
- Gloucester Street between Vanguard and St Vincent Streets;
- Hardy Street between Rutherford and Vanguard Streets; and
- The development of any new road that is expected to be classified as a State Highway, Arterial Road, or a Principal Road.

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<sup>7</sup> It is noted that while not all of these zones are represented within the project area, they bound the project area, with the centreline of the road forming the zone boundary. It is accordingly appropriate to reflect the adjoining zonings as appropriate.

The explanation to this rule also indicates that it applies to upgrading works on existing roads.

Works on roads that have a lesser classification is a permitted activity, provided they meet the requirements of the NCC Land Development Manual 2010.

The classification of the undesignated roads within the project area is of relevance in determining whether RMA authorisations are required for any works. The assessment criteria for such works include:

- a) the matters in Section 4 of the NCC Land Development Manual 2010 (dealt with separately);
- b) the noise and air emissions from the road, taking account of the nature of nearby activities;
- c) any implications for traffic and pedestrian safety, both positive and adverse;
- d) any proposals to mitigate the adverse effects of the road, particularly by screening for noise and visual impacts;
- e) any impacts on communities e.g. whether the road would divide a neighbourhood; and
- f) any opportunities to provide views and vistas from the road.

Other aspects of the NRMP will also be relevant to the consideration of the proposed interventions.

It is relevant to note that the interventions proposed by Package 5 are not contained within an existing designation, and accordingly their impacts have been assessed as adverse.

### **10.3 HERITAGE**

The District Wide Objectives and Policies section of the NRMP includes the Plan's objective relating to Heritage, as follows:

*Retention and enhancement of heritage items that contribute to the character, heritage values, or visual amenity of Nelson, in a setting that enhances such items.*

The supporting policies relate to the identification and classification of heritage items. The NRMP accordingly identifies a number of heritage sites and scheduled trees in various clusters around the project area:

- Heritage buildings, archaeological sites, scheduled trees and Heritage Woodlands between the intersection of Haven Road and Halifax Street and the intersection of Rocks Road and The Cliffs;

- A heritage site at 587 Rocks Road;
- Some scheduled trees within road reserve at 595 Rocks Road;
- Scheduled trees at the intersection of Beach Road and Tahunanui Drive;
- An archaeological site at 11 Tahunanui Drive;
- Scheduled trees at the intersection of Whakatu Drive and Beatson Road;
- A cluster of scheduled trees at 233 Waimea Road;
- Scheduled trees at 67 Waimea Road, which is also identified as a Heritage Woodland;
- A Heritage Precinct at 216-226 Rutherford Street;
- A Heritage Woodland at Victory Square; and
- Specific design guidelines apply to the Wakefield Quay area and include reference to requiring the retention of the existing Boat Shed Café and Boat House, and the significant visual and heritage value of the existing chain fence and sea wall.

The relevant policies included in the Plan seek:

- The protection of Group A listed buildings, places or objects. Approval will not be granted for their demolition or removal except in specific circumstances (risk, demolition can be undertaken without significant impact on the listed item, relocation is proposed, or is an unfair burden on the owner/site) (DO4.1.2). The NRMP takes a similar approach to heritage trees (DO4.1.7);
- Demolition of Group B buildings is to be avoided (DO4.1.3). The NRMP takes a similar approach to landscape trees (DO4.1.8);
- Group C buildings should only be demolished after all alternatives have been considered (DO4.1.4). The NRMP takes a similar approach to local trees (DO4.1.9);
- Archaeological sites should be protected (DO4.1.5);
- Alterations and adjoining development should not unduly compromise the heritage significance and integrity of any heritage feature (DO4.1.6). The NRMP takes a similar approach to development adjoining listed trees (DO4.1.11); and
- The special heritage character and streetscape value of heritage precincts is to be preserved and enhanced (DO4.1.13).

It is noted that particular emphasis on the sea wall and chains along Rocks Road is included in both the listed items and the more general framework of the NRMP as it relates to Wakefield Quay. It is noted that this part of the project area is currently within Waka Kotahi's designation, however some care will be required in assessing the heritage impacts of any changes to this structure in conjunctions with any approval required under



the RMA. On this basis, the heritage impacts of the proposal are considered to be potentially adverse.

Aside from the chain fence, it is unclear as to whether any of the proposed packages will necessitate the demolition or removal of any other listed heritage building or tree, and this aspect of the project will require reconsideration once greater specificity is available in this regard. It is appropriate to reflect that none of the heritage policies included in the NRMP are unusual.

The listed items should also be considered against the Heritage New Zealand Pouhere Taonga List, which is covered in Section 16 below. It is noted that Package 4 indicates the removal of the Boat House, and that all packages except Package 1 indicate the removal of the chain link fence along Rocks Road. These items are included on the Heritage New Zealand Pouhere Taonga List.

#### **10.4 FRESHWATER**

The District Wide Objectives and Policies of the NRMP set out the objective and associated policies relating to Freshwater Management. The NRMP seeks to implement

*A management approach that integrates the expertise of relevant statutory authorities and manawhenua iwi and other stakeholders in the community, and recognises the responsibilities they have for the protection and use of freshwater resources.*

The policies associated with this freshwater objective are reflective of a highly collaborative approach, with the stakeholders identified including manawhenua iwi and statutory authorities, the Department of Conservation, Fish and Game and the two unitary authorities (Nelson City and Tasman District Councils)

Appendix 28 of the NRMP contains the freshwater provisions. It appears that the primary watercourses impacted by the proposed interventions are York Stream (which runs along the general alignment of Waimea Road) and Jenkins Creek (which crosses the alignment near the Annesbrook roundabout). There are some minor additional tributaries of these waterways that could be impacted by the project. The Plan identifies that York Stream in particular has intractable upper catchment issues, flows through residential and commercial mid reaches to culverted lower reaches through industrial areas. It is identified as a lower priority for improvement, however should the proposed works result in impacts on this stream, there is an opportunity to work with the appropriate stakeholders to enable the more positive outcomes that are envisaged by the objective highlighted above.

#### **10.5 COASTAL MARINE AREA**

The District Wide Objectives and Policies of the NRMP also set out the objectives and associated policies relating to the Coastal Environment. The NRMP seeks the

*Preservation of the natural character of the coastal environment from inappropriate subdivision, use and development. (DO7.1)*

A number of policies support this objective, as follows:

- Land based activities should not adversely affect the life-supporting capacity of the coastal environment, either inside or outside the coastal marine area (DO7.1.1);
- Opportunities to restore or enhance the life-supporting capacity of the coastal environment should be identified and implemented where practicable (DO7.1.3);
- Land use activities in the coastal environment should be located, designed and managed in a way that protects areas of significant indigenous vegetation, significant habitats of indigenous fauna, outstanding natural features and landscapes (DO7.1.4); and
- Structures within the coastal environment should be designed to account for any existing natural hazards, and their exacerbation, climate change, effects on and arising from coastal processes, and visual amenity (DO7.1.6).

Only the proposed interventions along Rocks Road will impact on the coastal environment and/or coastal marine area. It is anticipated that any structures or reclamations required will largely reflect the existing alignment of the coastal wall, and accordingly the project is considered to meet the intent of these broadly worded policies. This section should also be considered alongside the provision of the NZCPS (discussed above in Section 4).

Policy DO7.2.2 is also of some relevance and seeks to minimise the level of contaminants in stormwater discharges to the coastal marine area, to the greatest practicable extent. Increasing the area of impermeable surface is likely to result in increased stormwater discharge, and some mitigation of the level of contaminants should be considered in conjunction with the project.

## **10.6 TRANSPORT POLICY FRAMEWORK**

The NRMP's approach to roading is the provision of an overarching objective and supporting policies that apply across the land transport network. The objective is:

*A land transport system that is safe, efficient, integrated and context responsive, and that meets the needs of Nelson in ways that are environmentally, socially and economically sustainable. (DO10.1)*

Policies that are relevant to this project that support this objective focus on:

- the avoidance or mitigation of the environmental effects of vehicles by adopting an integrated planning approach and the encouragement of the adoption of alternative modes (DO10.1.1);

- Maintaining and developing a road network that accommodates a range of road types, functions and streetscapes (DO10.1.2);
- Integrating new roads and intersections with the existing network while not adversely affecting the environment, safety or efficiency of the road network (DO10.1.3); and
- Developing and maintaining a safe, pleasurable and convenient network for pedestrian and cycle traffic (DO10.1.7).

The project is considered to meet the outcomes advanced by this general framework, particularly with the specific works that are proposed via Package 2, and the resultant enhanced roading hierarchy within the project area.

## 10.7 SUMMARY

Package	Comment	Assessment
1	Generally well-aligned with the outcomes set out in the NRMP, and works are contained within the existing road reserve. While the proposal is unlikely to achieve the integration sought by the overarching Transport objective, it sits comfortably within the existing planning framework.	0
2	In general terms, this Package aligns appropriately with the outcomes promoted in most sections of the NRMP. Widening (where required) is within the designated road corridor, and the changes to encourage uptake of walking and cycling are well supported in the NRMP. While the effects of this package require consideration within the context of heritage (noting the anticipated removal and replacement of the listed chain link fence), freshwater (York Stream and Jenkins Creek) and coastal issues (minor reclamation works), the policy framework provided in the NRMP provides appropriate guidance to enable RMA approvals where required.	+2
3	This Package also aligns appropriately with the outcomes promoted in most sections of the NRMP, adopting the walking and cycling interventions proposed as part of Package 2. Widening (where required) is largely within the designated road corridor, and the changes to encourage uptake of walking and cycling are well supported in the NRMP. While the effects of this package require consideration within the context of heritage (noting the anticipated removal and replacement of the listed chain link fence), freshwater (York Stream and Jenkins Creek) and coastal issues (reclamation), the policy framework provided in the NRMP provides appropriate guidance to enable RMA approvals where required.	+2

Package	Comment	Assessment
3B	<p>This Package also aligns appropriately with the outcomes promoted in most sections of the NRMP, adopting the walking and cycling interventions proposed as part of Package 2. Widening (where required) is largely within the designated road corridor, and the changes to encourage uptake of walking and cycling are well supported in the NRMP. While the effects of this package require consideration within the context of heritage (noting the anticipated removal and replacement of the listed chain link fence), freshwater (York Stream and Jenkins Creek) and coastal issues (reclamation), the policy framework provided in the NRMP provides appropriate guidance to provide a possible RMA approval pathway.</p> <p>Package 3B is focussed on enabling use of the widened area by all vehicles, rather than the public transport and High Occupancy Vehicle (<b>HOVs</b>) indicated in Package 3, while retaining some of the interventions proposed by Package 2. As such, while the extent of the widening proposed along Rocks Road remains consistent between these options, as the widening is not proposed to be primarily for the outcomes identified in the NRMP, the benefit available has been reduced.</p>	+1
3C	<p>This Package does not fit comfortably within the NRMP framework due to its removal of the Package 2 interventions. Widening (where required) is largely within the designated road corridor. While the effects of this package require consideration within the context of heritage (noting the anticipated removal and replacement of the listed chain link fence) and coastal issues (reclamation), the policy framework provided in the NRMP provides appropriate guidance to provide a possible RMA approval pathway. The removal of Package 2 from this option does result in less potential impact on freshwater.</p> <p>Package 3C is focussed on enabling use of the widened area by all vehicles, rather than the public transport and HOVs indicated in Package 3. As such, while the extent of the widening proposed along Rocks Road remains consistent between these options, as the widening is not proposed to be primarily for the outcomes identified in the NRMP, the benefit available has been reduced.</p>	-2
4	<p>This Package fits less comfortably with the outcomes promoted in the NRMP, despite adopting the walking and cycling interventions proposed as part of Package 2. Widening (where required) extends beyond the designated road corridor and necessitates additional reclamation works. The changes proposed via Package 2 to encourage uptake of walking and cycling are well supported in the NRMP. While the effects of this package require consideration within</p>	-1

Package	Comment	Assessment
	the context of heritage, freshwater and coastal issues, the policy framework provided in the NRMP provides appropriate guidance to enable RMA approvals where required.	
4B	Package 4B is focussed on enabling use of the significant widening by all vehicles at all times, and does not propose to implement the interventions proposed by Package 2. As such, while the extent of the widening proposed along Rocks Road remains consistent between these options, as the widening is not proposed to be primarily for the outcomes identified in the NRMP, the benefit available has been reduced.	+2
5	This package of interventions is not within an existing designation and accordingly, RMA approvals would be required. While it does encompass the Package 2 interventions, it does not offer an integrated suite of improvements as is the case for the coastal route, and accordingly it does not sit as comfortably with the direction provided in the plan regarding modal choice/active modes. It offers significant benefit due to its avoidance of the coastal marine area and heritage sites but is located close to two watercourses. The new road can be developed to reflect road classifications, as required, and to respond appropriately to the traffic safety environment.	-2
5A	This package of interventions is not within an existing designation and accordingly, RMA approvals would be required. While it does encompass the Package 2 interventions, it does not offer an integrated suite of improvements as is the case for the coastal route, and accordingly it does not sit as comfortably with the direction provided in the plan regarding modal choice/active modes. It offers significant benefit due to its avoidance of the coastal marine area and heritage sites but is located close to two watercourses. Significant earthworks will be required to provide the cut and cover section of the alignment. The new road can be developed to reflect road classifications, as required, and to respond appropriately to the traffic safety environment.	-2
5Ab	This package of interventions is not within an existing designation and accordingly, RMA approvals would be required. While it does encompass the Package 2 interventions, it does not offer an integrated suite of improvements as is the case for the coastal route, and accordingly it does not sit as comfortably with the direction provided in the plan regarding modal choice/active modes. It offers significant benefit due to its avoidance of the coastal marine area	-2

Package	Comment	Assessment
	and heritage sites but is located close to two watercourses. Significant earthworks will be required to provide the cut and cover section of the alignment. The new road can be developed to reflect road classifications, as required, and to respond appropriately to the traffic safety environment.	
5B	This package of interventions, excluding improvements to enable greater uptake of walking and cycling, is not within an existing designation and accordingly, RMA approvals would be required. It does not align with existing transport policy regarding modal choice/active modes. It offers significant benefit due to its avoidance of the coastal marine area and heritage sites but is located close to York Creek. The new road can be developed to reflect road classifications, as required.	+1

## 11. NELSON LAND DEVELOPMENT MANUAL 2010

The NCC Land Development Manual (**NLDM**) became operative in 2019. In general terms, it forms the basis for design and construction of all Nelson City's roads, drains, water supply and reserve areas. Chapter 4 of the NLDM is focussed on Transport, and provides guidance in respect of the wider network, road design and construction.

The NRMP refers to the NLDM as both a performance standard (for roads with a lower classification) and as an assessment matter (in respect of the consideration of applications under the RMA for new roads and upgrade works for State Highways, Arterial or Principal Roads). A number of the specific objectives set out in the NLDM are relevant to the consideration of the suite of interventions, most specifically those from the transport network section, as follows:

### 4.1.1.1 Transport network

- a) *To provide a managed transport network that clearly distinguishes between the different functions and operating characteristics of roads within the transport network.*
- b) *To provide a permeable, connected and attractive transport network that encourages walking and cycling and minimises the number of short vehicle trips.*
- c) *To provide a transport network that is efficient, affordable, legible, minimises travel time, supports access to public transport and contributes to limiting fossil fuel use.*
- d) *To provide acceptable levels of safety, security and convenience for all road users.*

- e) *To provide convenient linkages to citywide points of attraction and to local facilities both within and to adjacent neighbourhoods.*
- f) *To provide a transport network that serves the needs of the community as a whole and specifically those people that may be transport disadvantaged.*
- g) *To provide a safe, convenient and legible walking (and cycling) network that meet the needs of both able (and experienced) and less able (less experienced) users, including on-road and off-road routes.*
- h) *To optimise the accessibility of the transport network, especially by sustainable transport modes to key facilities such as centres, schools, local shops, bus stops, and recreational opportunities.*
- i) *To recognise the existing role of the private motor vehicle and the transition to more sustainable transport modes over time.*

The NLDM places significant emphasis on a roading hierarchy, defining arterial, principal and collector roads as classified roads, and sub-collector roads, local roads and residential lanes as unclassified roads.

## 11.1 SUMMARY

Package	Comment	Assessment
1	The NLDM is focussed on achieving a step change in conjunction with the provision of enhanced roading infrastructure. The proposed Do Minimum does not affect this outcome, and the package is therefore considered to be slightly adverse in this regard.	0
2	Package 2's focus on alternative modes also identifies roads that should be detuned, resulting in the active management of routes selected for motor vehicles, and encouraging ongoing adherence to the overarching roading hierarchy. Improvements are proposed to better enable uptake of walking and cycling opportunities, and accordingly this package is considered to sit well within this policy framework.	+3
3	This Package partly replicates Package 2 and offers some of the same opportunities in terms of uptake of active modes, and the focus on a reduction of single occupancy vehicles provides for more efficient use of the network space available.	+3
3B	As for Package 3, this Package partly replicates Package 2, and offers some of the same opportunities in terms of uptake of active modes, and the focus on a reduction of single occupancy vehicles provides for more efficient use of the network space available. The availability of clearways for use by general traffic reduces some of the benefits offered by the more comprehensive package, and as	+2

Package	Comment	Assessment
	such, Package 3B is less consistent with the objectives included in the NLDM.	
3C	This Package does not replicate the benefits available from Package 2. It seeks to enable general traffic use of the widened portions of the network (and potentially additional demand for use by single occupant vehicles), and its exclusion of the Package 2 improvements results in fewer benefits again. As such, this option is considered to be less aligned with the NLDM.	-1
4	Package 4 takes a similar approach to the incorporation of the interventions proposed by Package 2.	+3
4B	As for Package 3C, Package 4B's failure to provide for alternative modes renders it less consistent with the outcomes promoted by the NLDM.	-1
5	The construction of the new route, as proposed in Package 5 can meet the objectives of the NLDM, provided the route enables connection and cohesion for the community. The use of this route for a limited access road or motorway is less likely to fulfil these objectives.	+3
5A	The construction of the new route, as proposed in Package 5 can meet the objectives of the NLDM, provided the route enables connection and cohesion for the community. The use of this route for a limited access road or motorway is less likely to fulfil these objectives.	+3
5Ab	The construction of the new route, as proposed in Package 5 can meet the objectives of the NLDM, provided the route enables connection and cohesion for the community. The use of this route for a limited access road or motorway is less likely to fulfil these objectives, however the exclusion of freight from this route mitigates this effect.	+3
5B	The construction of the new route, as proposed in Package 5 can meet the objectives of the NLDM, provided the route enables connection and cohesion for the community. The use of this route for a limited access road or motorway is less likely to fulfil these objectives. Further, the omission of the Package 2 interventions would fail to realise the benefits that are sought in terms of modal shift.	-1



## 12. NELSON TASMAN FUTURE DEVELOPMENT STRATEGY

This Strategy (**NTFDS**) was prepared in partnership between the NCC and TDC, and contemplates the period from 2018 until 2048, which aligns appropriately with the development horizons identified for this project. The NTFDS has been prepared alongside iwi and other stakeholders and has been prepared in response to the National Policy Statement on Urban Development Capacity. It will be reviewed every three years. The NTFDS includes part of the project area defined for this project.

The NTFDS seeks to intensify existing urban areas and provides for some managed expansion of existing urban areas. It recognises the benefits of efficient use of existing infrastructure and seeks to support more frequent and efficient public transport, and active modes of transport. Should intensification occur as suggested in the NTFDS, additional dwellings are anticipated within the project area, and it is generally anticipated that this growth will occur between 2029 and 2038.

In terms of transport infrastructure provision, the strategy recognises its criticality to the efficiency and liveability of urban areas and rural communities, and the importance of access to Nelson’s Port and Airport. Car dependency is highlighted as a concern, not only in terms of congestion, but also in respect of its adverse health impacts and carbon emissions.

The NTFDS also recognises that to enable the anticipated growth, investment in transport is required but not currently included in the Council’s Long-Term Plan or Infrastructure Strategy.

The focus of the NTFDS is such that the benefits offered by Package 2 are key to ensuring policy alignment at the RMA approvals phase. Provision of a fully integrated land transport network is essential to ensure that the opportunities presented by the project can be maximised. Package 5 offers no defined benefits or costs in respect of this document.

### 12.1 SUMMARY

Package	Comment	Assessment
1	The Do minimum is not well aligned with the NTFDS, as it seeks to respond to a high growth environment, and the existing network does not keep pace with the level of development anticipated.	0
2	Package 2 seeks to address car dependency, alongside promoting liveability and efficiency.	+3
3	Package 3 provides outcomes that are similar to those offered by Package 2, due to its approach to addressing car dependency, alongside promoting liveability and efficiency.	+3

Package	Comment	Assessment
3B	While Package 3B includes the benefits provided by Package 2, its removal of priority for public transport and HOVs reduces its effectiveness in achieving the objectives of the NTFDS.	+1
3C	Package 3C significantly erodes the responsiveness of the interventions to the priorities set out in the NTFDS. As a result of the deletion of Package 2 from this suite of interventions, it fails to deliver the output sought.	-2
4	Package 4 provides outcomes that are similar to those offered by Package 2, due to its approach to addressing car dependency, alongside promoting liveability and efficiency. A lack of priority for public transport in conjunction with this Package has reduced its effectiveness in achieving the objectives of the NTFDS.	+1
4B	Package 4B significantly erodes the responsiveness of the interventions to the priorities set out in the NTFDS. As a result of the deletion of Package 2 from this suite of interventions, it fails to deliver the output sought.	-2
5	The construction of a new route as proposed by Package 5 doesn't seek to deal with the effects of car dependency and may result in continuing issues with efficiency in the future. Because the road will be a new construction, it does present opportunities to encourage better liveability outcomes, however on balance it is a largely neutral proposition.	0
5A	The construction of a new route as proposed by Package 5 doesn't seek to deal with the effects of car dependency and may result in continuing issues with efficiency in the future. Because the road will be a new construction, it does present opportunities to encourage better liveability outcomes, however on balance it is a largely neutral proposition.	0
5Ab	The construction of a new route as proposed by Package 5 doesn't seek to deal with the effects of car dependency and may result in continuing issues with efficiency in the future. Because the road will be a new construction, it does present opportunities to encourage better liveability outcomes, however on balance it is a largely neutral proposition.	0
5B	Package 5B fails to encourage attainment of the outcomes of the NTFDS. As a result of the deletion of Package 2 from this suite of	-2

Package	Comment	Assessment
	interventions, it does not enhance liveability and modal choice within the project area.	

### 13. DRAFT NELSON PLAN

It is noted that the existing planning framework is somewhat dated, and the first stage of the Draft Nelson Plan was released for public comment on 6 October 2020. The Draft Plan takes a “One Plan” approach, and the review therefore encompasses both the regional policy statement and regional and district plan functions. At the time of writing, only the first stage of the review has been released for public comment.

Overall, the consentability assessment in this report does not consider the Draft Nelson Plan, as it will hold no weight until it is formally notified for submissions in 2021. Only at that time will it become relevant and any packages advanced through the subsequent planning stages will need to take it into account.

While in Draft form the Plan does not have any legal effect, but it will provide important context as to Nelson Council’s future policy and anticipated regulatory approach to resource management across the District. It will also include matters that impact on the proposed project.

By way of example, the first stage that has been released indicates that parts of the coastal marine area adjoining Rocks Road will be subject to a landscape overlay zoning. This is a considerable risk to the project, and mitigation of this potential issue will require additional consideration in a consenting strategy. One option to mitigate this concern would be the lodgement of a notice of requirement for the preferred route within 40 days of the notification of that Plan. In this instance the Council could elect to incorporate the notice of requirement in the Plan when it is notified.

Similarly, the first stage does not include any insights as to how the Council will respond to coastal hazards, which is of particular relevance to all Packages proposed.

Given the uncertainty and considerable risk associated with the two matters highlighted above, we consider it essential for Waka Kotahi to open dialogue with the Council on these matters during the consultation period for the Draft Nelson Plan.

### 14. CONNECTING THE TOP OF THE SOUTH

Connecting the Top of the South is the Nelson Regional Land Transport Plan 2015 and Statement of Proposal Mid-Term Review (**the RLTP**). The RLTP has been jointly prepared by the TDC and MDC, and the NCC, to provide a cross boundary response.

The relevant key Nelson-focused objectives that the RLTP seeks to address are:

- Travel time variability and travel time on SH6 Rocks Road and Waimea Road does not increase beyond 2015 baseline levels;
- Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions;
- Reducing trend in deaths and serious injuries on the Nelson transport network, including crashes at intersections and involving cyclists in Nelson;
- Increase in total trips travelled by walking, cycling, and public transport both at peak times, and in general; and
- Reduction in the distance per capita travelled in single occupancy vehicles in Nelson.

The RLTP identifies Waimea Road as a key journey route, with issues associated with peak hour congestion, and poor multi modal accessibility.

## 14.1 SUMMARY

Package	Comment	Assessment
1	The Do minimum is not well aligned with the RLTP, as it does not appropriately encourage alternative modes, or address travel time variability.	0
2	Package 2 provides an appropriate response to all issues identified in the RLTP.	+3
3	The incorporation of the Package 2 interventions in Package 3 is key to providing an appropriate response to all issues identified in the RLTP.	+3
3B	The incorporation of the Package 2 interventions in Package 3 is key to providing an appropriate response to all issues identified in the RLTP, however the package is anticipated to result in encouraging continued growth in single occupancy vehicles due to the availability of Rocks Road as a through route.	+1
3C	The failure to provide Package 2 in conjunction with this suite of interventions will be inconsistent with the outcomes promoted by the RLTP. Further, this package is anticipated to result in encouraging continued growth in single occupancy vehicles due to the availability of Rocks Road as a through route.	-1

Package	Comment	Assessment
4	The incorporation of the Package 2 interventions in Package 4 is key to providing an appropriate response to all issues identified in the RLTP.	+3
4B	The failure to provide Package 2 in conjunction with this suite of interventions will be inconsistent with the outcomes promoted by the RLTP. Further, this package is anticipated to result in encouraging continued growth in single occupancy vehicles in the area.	-1
5	The provision of the Package 2 interventions in conjunction with Package 5 will provide enhanced walking and cycling connectivity within the project area. Similarly, provision of an alternative route will address travel time variability on Rocks Road and the duration of closures. The provision of an additional route does not however address all of the objectives in the RLTP, particularly those focussed on deaths and serious injuries and distance travelled in single occupancy vehicles.	+2
5A	The provision of the Package 2 interventions in conjunction with Package 5 will provide enhanced walking and cycling connectivity within the project area. Similarly, provision of an alternative route will address travel time variability on Rocks Road and the duration of closures. The provision of an additional route does not however address all of the objectives in the RLTP, particularly those focussed on deaths and serious injuries and distance travelled in single occupancy vehicles.	+2
5Ab	The provision of the Package 2 interventions in conjunction with Package 5 will provide enhanced walking and cycling connectivity within the project area. Similarly, provision of an alternative route will address travel time variability on Rocks Road and the duration of closures. The provision of an additional route does not however address all of the objectives in the RLTP, particularly those focussed on deaths and serious injuries and distance travelled in single occupancy vehicles.	+2
5B	The provision of an additional route does not appropriately address the concerns set out in the RLTP. Further, the failure to provide Package 2 in conjunction with this Package is inconsistent with the outcomes promoted by the RLTP	-1

## 15. NELSON REGIONAL PUBLIC TRANSPORT PLAN 2018

The Nelson Regional Public Transport Plan (RPTP) forms a part of the RLTP identified above. It contains two basic objectives associated with the public transport system in Nelson:

- Reduce traffic congestion between Richmond and Nelson (Objective 1); and
- Meet the basic needs of the community, particularly those without access to private transport, to provide transport choices (Objective 2).

The project includes a number of options that can assist in the attainment of these objectives, specifically better provision of walking routes (Package 2) to enable connection to public transport routes, and provision of additional road space for buses and HOV interventions on key routes (Package 3).

### 15.1 SUMMARY

Package	Comment	Assessment
1	The Do minimum is not well aligned with the RPTP, as it does not reduce congestion between Richmond and Nelson or provide integrated transport choice.	0
2	The provision of a better walking and cycling network provides for better urban connections with public transport, and thus is a significant benefit derived from Package 2.	+3
3	This Package proposes enhancing the priority attributed to multiple occupancy vehicles in peak hours and will enable greater public transport reliability and uptake. Further, the provision of a better walking and cycling network complements public transport, and thus is a significant benefit derived from the inclusion of Package 2.	+3
3B	The removal of a public transport/HOV priority on Rocks Road reduces the efficacy of this option.	+1
3C	Package 3C will not prevent the use of public transport, however will not increase its adoption.	-1
4	This Package is of no specific benefit to public transport, however includes the interventions included in Package 2, which would serve to support better uptake of public transport options.	+1
4B	Package 4B will not prevent the use of public transport, however will not increase its adoption.	-2

Package	Comment	Assessment
5	This Package is of no specific benefit to public transport, however includes the interventions included in Package 2, which would serve to support better uptake of public transport options.	+1
5A	This Package is of no specific benefit to public transport, however includes the interventions included in Package 2, which would serve to support better uptake of public transport options.	+1
5Ab	This Package is of no specific benefit to public transport, however includes the interventions included in Package 2, which would serve to support better uptake of public transport options.	+1
5B	Package 5 will not prevent the use of public transport, however will not increase its adoption.	-1

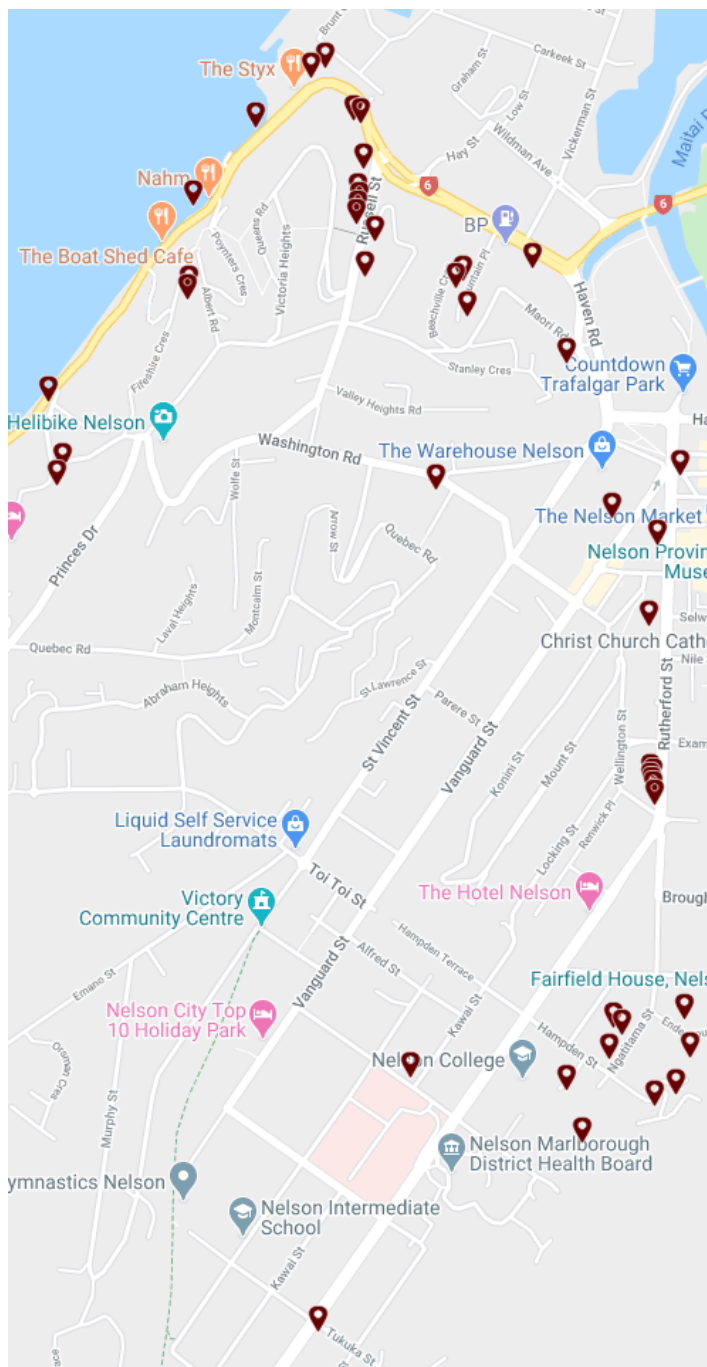
## 16. OTHER RELEVANT PLANNING DOCUMENTS

There are some other planning documents that are of some relevance in the RMA approvals process for the suite of interventions selected.

### 16.1 HERITAGE NEW ZEALAND POUHERE TAONGA LIST

The Heritage New Zealand Pouhere Taonga List identifies a number of heritage buildings and structures within the project area, as shown below. They include:

- Rocks Road Chain Fence (Category 1);
- The Boat House (Category 2);
- Stone Wall in front of former Rowing Club (Category 2);
- Anchor Shipping and Foundry Co Limited Building (Category 2);
- Custom House Hotel (Category 2);
- A Midden or Work Floor (Category 2);
- Edwards and Company Building (Category 2);
- Theatre Royal (Category 1); and
- Various houses and cottages (Category 2).



Given that these heritage structures indicate historic activity in the area, an archaeological authority under the HNZPTA will need to be obtained prior to the commencement of any site works. An archaeological assessment will be required to inform this process, and the archaeological consentability assessment also informs the consentability of this aspect of the proposal.

We are not aware of any specific consultation with Heritage New Zealand Pouhere Taonga in respect of the proposed packages at this stage. We note that while Heritage New



Zealand Pouhere Taonga were a participant in the Project Reference Group, we recommend that further engagement is undertaken once a preferred package is identified. In particular, we consider it necessary to understand any specific concerns that may be held by Heritage New Zealand Pouhere Taonga in respect of the challenges of managing the effects of climate change on the heritage structures that line Rocks Road, particularly given the working assumption that the Rocks Road Seawall will require rebuilding by 2028, as part of the base case 'Do Minimum' Option.

### **16.1.1 Summary**

Package 1 largely does not affect heritage considerations, aside from the proposed rebuilding of the Rocks Road sea wall, programmed for 2028. Packages 2, 3, 3B, 4, 5, 5A and 5Ab all include widening of Rocks Road, which will result in a requirement to remove the listed Chain Link fence along the coastal margin. This may be reinstated, and as a result these packages have been identified as having a moderate adverse impact. Package 4 has been assessed as having a significant adverse impact, due to the implied removal of the listed boat shed building. Reinstatement will not be possible in this location.

## **16.2 MAORI VALUES**

A separate assessment of the impact of the proposed interventions in relation to iwi interests and values is being conducted, however it is appropriate to note that the Government reached settlement with the eight Te Tau Ihu iwi in 2014, and that included a statutory acknowledgement in respect of the Te Tau Ihu Coastal Marine Area.

Further, Ngati Tama, Te Atiawa and Ngati Rarua are manawhenua for the project area, and have developed a joint Iwi Management Plan in 2004, Nga Taonga Tuku Iho ki Whakatu Management Plan. The Management Plan identifies specific concerns in respect of a number of matters, including reclamation of coastal margins for the development of roads.

### **16.2.1 Summary**

The values ascribed to Packages 2, 3, 3B, 5, 5A and 5Ab reflect the minor nature of the anticipated reclamation required. As a more substantial reclamation is required to give effect to Packages 4 and 4B, this option has been assessed as having a moderately adverse impact.

## **16.3 TASMAN REGIONAL POLICY STATEMENT**

The Nelson City and Tasman District Council take a collaborative approach to a variety of their planning documents, as evidenced by the joint preparation of the NTFDS and the RLTP. Notwithstanding this collaborative approach, it is appropriate to review the Tasman Regional Policy Statement (**the Tasman RPS**) in respect of this project, given the cross-boundary nature of the affected community.

The Tasman RPS includes a number of overarching general objectives regarding the quality of the environment, efficient use of resources, and maintaining social and economic opportunities for resource use and development. From a transport perspective, the Tasman RPS contains the following objective and policy that is relevant to this proposal:

- Maintenance and enhancement of safe and efficient land, maritime, and air transport systems, while avoiding, remedying or mitigating the adverse effects on human health, public amenity and water, soil, air and ecosystems (Objective 12.4); and
- The Council will ensure that the land transport system efficiently and safely provides for the movement of goods, services, and people, including a reasonable level of access, while avoiding, remedying or mitigating adverse effects on the environment including communities (Policy 12.5).

This very broad policy direction generally aligns with the outcomes promoted by the Nelson RPS, and the proposed project fits well within this context.<sup>8</sup>

#### 16.4 DRAFT SOUTH ISLAND FREIGHT PLAN

The draft South Island Freight Plan (**the SIFP**) was developed collaboratively between 2012 and 2014, to set out a shared view of the challenges and constraints within the freight sector and identify a range of actions to address these. The draft document was developed by Waka Kotahi in collaboration with an array of stakeholders,<sup>9</sup> however the Plan has not been finalised, as Waka Kotahi's focus was redirected. It is notable that consultation sessions were held in each area, to more accurately reflect the regional concerns expressed.

The SIFP identified four key areas of focus; leadership and partnerships, infrastructure investment, networks, and industry profitability. The SIFP identifies a series of actions which seek to resolve the issues raised within each area.

Within the Nelson/Marlborough/Tasman area, a number of key investments were identified. Those specifically impacted by the project include three short term goals (with commencement projected by July 2020):

- Providing for (High Productivity Motor Vehicles (**HPMV**) between Riverlands and Port Nelson;
- Providing for HPMV between Kaituna Sawmill and Port Nelson; and

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<sup>8</sup> Due to the limited impact and generally broad direction taken in the Tasman RPS, the consideration of this document has been excluded from the assessment in **Appendix A**.

<sup>9</sup> Including the Dunedin City Council, KiwiRail, Environment Canterbury, Road Transport Association, Christchurch Airport, Lyttelton Port of Christchurch, West Coast Regional Council, Environment Southland, Port Otago, Otago Regional Council and the NZ Trucking Association.

- Providing for HPMV from the Spring Creek Rail Head to Port Nelson.

While the Project does not give effect to the full range of actions, any improvements to the transport network along the northern extent of the project area (Haven Road and Queen Elizabeth Drive) can be considered to go partway towards achieving these objectives.

## **17. RMA: PART 2 CONSIDERATIONS**

As a part of the review of the proposed Packages by a decision maker under the RMA, the Council or Court will be required to assess the proposed interventions in two key areas:

- Effects of the preferred option, weighed against the effects that are provided for under the relevant planning framework; and
- Relevant policies and objectives from the planning framework applicable. This includes not only the directly relevant plans prepared under the RMA, but also extends to a number of “other” plans, as set out in the remaining sections of this report.

The policy framework set out in the wider planning framework provides guidance as to the effects of concern, and our assessment of these is set out above. The advice received from technical experts in respect of these matters has been weighed in the preparation of this report, with particular reference to the effects of the proposed interventions. Mitigation measures available are set out in Section 18 below. However, the RMA also requires a broad judgement is made in respect of the consistency (or otherwise) of any proposal against the Purpose and Principles of the Act (Part 2). This provides some ability to weigh the effects of the various options against the purpose of the RMA at an early stage, where the effects may not be fully defined, and to identify some of those area where mitigation may be required. The relevant sections of the RMA are as follows:

- Section 5 – Purpose;
- Section 6 – Matters of National Importance;
- Section 7 – Other Matters; and
- Section 8 – Treaty of Waitangi.

**Appendix B** provides a snapshot of the proposed interventions against the provisions of Part 2 of the Act. A consenting strategy for the selected option will reflect how the selected Package responds to these provisions in greater detail, and will also identify how these mitigation measures could be best incorporated into the proposal advanced.

Initial advice has been received from Boffa Miskell<sup>10</sup> regarding Nelson's landscape planning context, an issue which will be central to any works in and around the Rocks Road area in particular. This initial advice is set out below:

*Nelson's landscape planning context includes recognising and providing for the following specific matters:*

- *The coastal environment - RMA s6(a) and associated policy identified under the NZCPS (specifically where the inland extent of the coastal environment occurs (policy 1), levels of natural character including outstanding natural character (ONC) (policy 13) and landscapes and natural features including outstanding natural features and landscapes (policy 15);*
- *Outstanding natural features and landscapes (ONF/L) - RMA s6(b); and*
- *Significant natural features / landscapes and visual amenity landscapes - RMA s7(c).*

*Boffa Miskell has previously assisted NCC cover these matters off, we have previously identified where such areas / boundaries occur and what values such areas contain as well as review the development of draft planning provisions which may apply during a Council workshop.*

*Boffa Miskell also continue to have a contract assisting with the development of relevant landscape provisions through the District Plan Review process. I have asked the people involved to check and consider that any future engagement to review/advise on the provisions or effects of such areas with NCC to avoid any conflicts.*

*In seeking to develop an MCA within the coastal environment, we should also be aware that giving effect to the NZCPS may mean the need to avoid adverse effects on any ONC or ONF/L (this is what the King Salmon Supreme Court Decision identified) and avoiding any significant adverse effects elsewhere. Any adverse effect must be avoided, remedied or mitigated. Outside the coastal environment, protection may still be required where important landscape values have been recognised, but there is no equivalent NZCPS level document to consider / give effect to.*

*This is particularly relevant to the tilted rocks on Rocks roads near Tahunanui. These (along with The Haulashore Island and Arrow Rock / Te Urenui) have been deemed an outstanding natural feature as part of the Boulder Bank / Te Taero a Kereopa – Te Tāhuna a Tama-i-ea Character Area.*

Of note, this advice appears to be consistent with the approach that the Council has taken in its Draft Nelson Plan.

Similarly, the report relating to the Archaeology and Heritage criterion has assessed the Rocks Road heritage matters as follows:

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<sup>10</sup> Email to Stephen Daysh from Frazer Baggaley, 3 March 2020.

*All the packages, including the baseline Do Minimum, include the assumption that the “existing seawall along Rocks Road is replaced no later than 2028 (based on current structural and geotechnical assessments) and the whole wall is replaced as one project rather than multiple projects and is designed and constructed to accommodate the predicted sea level rise for the next 100 years.”<sup>[1]</sup> As part of this process the Rocks Road / Wakefield Quay road width will be widened between 1.3 m and 8.3 m depending on the location and the package.*

*The replacing of the seawall will have serious effects on the physical structure, historic integrity and aesthetic values of the Rocks Road Seawall, chains and stanchions. Destruction of the seawall represents a major loss of regional, and arguably national, heritage. The Rocks Road Seawall, chains and stanchions have high significance for their historical, architectural, technological and landscape values. They also have archaeological significance and the appreciation and esteem of the community. It is an anomaly that only the “Rocks Road Chain Fence” rather than the complete heritage site is scheduled on the NRMP and listed on the NZ Heritage List (as a Category I site) although it is currently recorded as an archaeological site. It has been proposed that this is corrected as part of the Whakamahere Whakatu Nelson Plan and that the Rocks Road Seawall, Chains and Stanchions are scheduled as a Category A Object<sup>[2]</sup>.*

*The scale of the work and the significance of the Rocks Road Seawall make it difficult, if not impossible, to appropriately mitigate the loss of the structure. If retained in-situ this would preserve the physical fabric but would remove the wall from view. The relationship of the seawall to the sea and the road, as well as to the chain fence, will be compromised. The re-location of the chains and stanchions to a new seawall is preferable to destruction but would remove the structures from its historical and architectural context. Although the stanchions and chains have been relocated before, this has always been done in such a manner to retain the relationship with a seawall and to adhere to the original Jinkell designed relationship between the wall and the chain fence.*

*The construction of the new seawall and the widening of Wakefield Quay / Rocks Road towards the seaward side will also adversely affect a number of significant archaeological and heritage sites of which only some are currently recorded, scheduled and listed. Sites likely to be affected include the Power House; the Boat House; the Boat Shed; the stone wall; O27/258 Admiral Napier hulk; O27/257 Nelson Harbour Board Grid; remains of the Saltwater Baths; remains of various wharves, jetties and structures; historic port / harbour / road reclamations; and other maritime heritage remnants*

*The large scale loss of one of Nelson’s most important and esteemed historic landscapes cannot be appropriately mitigated. Individual buildings, such as those on piles, may be able to re-sited but not all. Some information retrieval could be carried out but not all sites would be able to be recorded adequately.*

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<sup>[1]</sup> NZTA n.d.

<sup>[2]</sup> Young 2016.

## 18. MITIGATION MEASURES AVAILABLE

The technical reports received from the contributing specialists for this proposal have provided a list of potential mitigations measured for each package, as set out below.

### 18.1 URBAN ENVIRONMENT

To support the multi criteria analysis scoring that has been undertaken, an Urban Design and Landscape Framework (**UDLF**) has been developed. This baseline UDLF has identified the urban design and landscape issues and considerations associated with the Project, which have in turn influenced the scores attributed to aspects of the Project. Key mitigation opportunities identified include:

- The short-term interventions proposed by Package 2 rely on improvements to the walking, cycling, modal shift and public transport framework throughout Nelson City. This is reflected also in the other packages, of which Package 2 forms a part. Improved functionality of active modes will result in a decrease of severance while improving safety. Other key mitigation opportunities for Package 2 include:
  - Softer interventions (such as planting and street furniture) are required to create a larger number of resting places and shelter and improve urban character and amenity.
  - Key infrastructure (such as the existing Jenkins Creek underpass) that links residential areas to walking/cycle facilities are improved to meet current design standards.
  - Keep the road corridor to a minimum width to reduce the dominance of the road in the street environment, and better provides for mid-block crossings and slower speeds. This is particularly reflected in Packages 3 and 4 specifically.
- Package 4 offers an opportunity for Waimea Road to be re-prioritised to improve how people move between key destinations, thereby reducing severance and enhancing the walking and cycling environment.
- Care will need to be taken with Package 4 in respect of the detail around site and road levels, accesses and crossings, landscape treatments and planting buffers and separation. These factors will impact on the reception of this package.
- Formal controlled intersections will be required where side roads join State Highway 6 in Package 4. This will also impact on opportunities for the locations selected for formal pedestrian crossings.
- Package 5 offers a wider land use opportunity for changes to the activities and their nature within the area. Such change may provide opportunities in respect of the management of traffic noise and flooding. Other mitigation that may be offered by Package 5 includes:

- Improvements to lighting and passive surveillance along the existing railway reserve shared path.
- Better connections for walkers and cyclists in the Enner Glynn area, offered by an improved underpass or controlled at grade crossing.
- In addition, the effects of Package 5A can be mitigated via the use of the roof of the cut and cover space as public space, and extending the cut and cover 0.8-1.0 km to the south would improve the performance of the design for that option. Other new development opportunities may emerge subsequent to this work being undertaken.
- Noise walls and mitigation measures are identified as being likely to dominate the Package 5A corridor.

## 18.2 PROPERTY

The property assessment is largely dependent on the extent of additional land required to enable the formation of the road corridor. The assessment identifies as follows:

*The overall scoring for Packages 2 and 5 is quite similar as the vast majority of the proposed works will be within the existing road corridor or land already held by Waka Kotahi and or Nelson City Council.*

*The creation of a cut and cover underpass at the intersection of Toi Street and St Vincent Street as in Packages 5a and 5ab will alter the scoring from Package 5 as it has the potential to increase the impacts and amount of land required from private individuals.*

*Packages 3, 3B and in particular Package 4 may require a significant amount of land from private parties. This has the potential to make these options costly and complex due to the number of potential parties involved or impacted upon. The main difference in scoring between Packages 3/3B and 4 is the amount of reclamation required along Rocks Road.*

Turning to the Packages, the property assessment notes the following:

- Package 2 may impact on a small number of Nelson City Council and Nelson Port Limited properties along Rocks Road that have registered leases in place and improvements located close to the existing boundary or already encroaching onto the road reserve. Some slight reconfiguration of these improvements may be required to reflect this;
- Where the Package 3 cross sections indicate approximately 3.5 metres may be required from adjoining properties, demolition or reconfiguration of significant improvements may be required along Rutherford Street;
- Both Hampden Street School and Nelson College for Girls are subject to a Treaty settlement. Should the property owners indicate a reluctance to sell, the Crown is unlikely to pursue compulsory acquisition, and accordingly the effects of the Package 3 works on these properties would require mitigation;

- A significant number of fences, walls and retaining walls along the Waimea Road boundary will require removal or relocation for Package 3;
- As for Package 3, Package 4 will require the removal or relocation of a significant number of fences, walls and retaining walls along the eastern side of Tahunanui Drive;
- As for the schools referenced above, the Tahunanui School property is subject to a Treaty settlement and is impacted significantly by the works associated with Package 4. Should the owners of the school not be prepared to negotiate, it is unlikely that the Crown will seek to utilise its compulsory acquisition powers for this site. In such a case, mitigation will require consideration;
- Package 4 may require demolition or reconfiguration of significant improvements may be required along Rocks Road, and at the Haven Road/Wakefield Quay intersection;
- Package 5 will impact on a small number of properties on St Vincent Street south of Gloucester Street, and these properties include improvements on the land that will need to be acquired;
- Overhead transmission lines along the Package 5 corridor will need to be relocated; and
- Package 5A will require land from or impact on property access to properties for about 145 metres either side of the intersection at Toi Toi/St Vincent Street. Approximately 30 properties may be impacted, and some mitigation will be required to provide ongoing property access.

### **18.3 AIR QUALITY**

As set out in Section 9 above, the Project area is split into two key Air Sheds, and this delineation has been utilised to inform the Air Quality scoring for the options. The assessment does not identify specific mitigation measures that are necessary to address the effects of the options, however, does identify where some additional mitigation may require consideration.

In particular, the assessment identifies that the widening associated with Packages 3, 3B and 4 has the effect of bringing traffic closer to adjoining properties. While traffic volumes may reduce with the interventions proposed by these packages, the widening is considered to potentially counteract the advantages gained by reduced traffic volumes.

### **18.4 ECONOMIC ASSESSMENT**

The economic assessment of the options does not identify specific mitigation measures that may be necessary to address the effects of each of the packages proposed. Notwithstanding this, the assessment does provide some insight as to where mitigation may be required:



- Policies to reduce traffic in centre and increased pedestrian wellbeing will complement the interventions proposed via Package 2 (which is in turn reflected in all other packages assessed); and
- To maximise the benefit of Package 5, additional policies will be required to reduce traffic in the city centre (for example, parking and public transport subsidies).

## 18.5 SAFETY

Potential mitigation measures identifiable from the safety assessment are characterised by the assumptions that are inherent in that assessment. These include:

- Two-way cycle paths in Package 2 are deficient in almost every instance due to a lack of buffer zones to protect cyclist safety (in particular). Further, safe access to the two-way paths from the opposite side of the road would probably be limited to formal crossings at intersections, but there was no way that an off-road cyclist could cycle safely to such crossing points without cycling illegally on the footpath. Care also needs to be taken in the design of facilities at bus stops;
- Package 4 presents concerns in respect of speeds, greater difficulty and risk of injury for turns where signalised crossings cannot be provided, including at driveway accesses;
- To fully recognise the benefits associated with Packages 5 and 5A, the following matters need to be resolved:
  - Existing walking and cycling track replaced with an equal or better/safer walking and cycling facility totally separated from the new inland route;
  - Safe and convenient crossing of the new inland route and Whakatu Drive to provide access to a new walking and cycling facility and to provide and continuity of the facility south of Whakatu Drive (i.e. Nayland Road, the remainder of the railway reserve through Stoke, Main Road Stoke, and The Ridgeway);
  - Safe local access maintained;
  - Safe pedestrian and cyclist crossing points will be required between the residential area of Toi and Nelson South;
  - Median barrier for the full green field length;
  - Roadside barriers for the full green field length;
  - Carriageway and footpath lighting for the full length; and
  - Posted speed limit of 60 km/h for the green field length and 50 km/h along St Vincent Street.

## 18.6 ARCHAEOLOGY AND HERITAGE

The Archaeology and Heritage report identifies that there are 29 archaeological sites within the project area (as defined by Archsite), and 23 heritage structures that are included in the HNZPT List. The report highlights some concerns regarding the accuracy of the listed sites and buildings, and as such some adaptability is required in identifying the Project's response to these matters.

The report identifies that all packages that involve the replacement of the Rocks Road Seawall (Packages 2, 3, 3B and 4) have significant adverse effects in respect of heritage. Potential mitigation for heritage effects for each package includes:

- The Boathouse and the Boatshed could potentially be relocatable and could be moved out of the construction zone and reclamation area for Packages 2, 3, 3B and 4;
- Archaeological investigation and recording are anticipated to be required for Packages 2, 3, 3B, 4, 5, 5A and 5Ab. While this investigation will offset the effects of the proposal in respect of archaeological values, the effects remain of key concern;
- Minimising the extent of road widening along Rutherford Street to avoid damage to heritage buildings would be a suitable mitigation measure for Packages 3 and 3B;
- From a heritage perspective, Package 4 represents the potential for a large-scale loss of one of Nelson's most important and esteemed historic landscapes. While some mitigation is available in terms of the investigation and recording of these sites, some sites will not be able to be appropriately dealt with in this manner, and this heritage value would accordingly be lost; and
- Package 5 is anticipated to require the relocation of heritage items on Beatson Road, and consideration could also be given to the retention of some of the engineering works that result from the Nelson Railway along this alignment.

## 18.7 NATURAL ENVIRONMENT

The ecological assessment included the following matters for consideration:

- Are there any outstanding/significant natural features (e.g. geological or coastal features)?
- Will the package affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?
- Will the package affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?
- Are there opportunities to improve or enhance biodiversity corridors associated with the transport network?

The assessment of these criteria has identified only one matter which may require mitigation, in relation to Packages 5, 5A and 5Ab. Potential lizard habitat has been identified adjacent to Beatson Street and Jenkins Stream; while the report has not identified mitigation of this impact as being of importance, it may be appropriate to consider the relocation of any lizards found to appropriate habitat.

## **18.8 TRANSPORTATION PLANNING**

The Transportation Planning assessment focuses on travel time reliability, access to key destinations and carbon dioxide emissions. The key areas where some mitigation of effects may be required are as follows:

- Package 2 may require additional controlled active mode crossings on Rocks Road and Waimea Road. Due to the nature of Package 2, these effects will also be apparent in all other Packages, with the exception of Package 1 – Do minimum;
- Packages 3 and 3B also rely on the ability of the public transport system uptake to reduce the demand for travel on the arterials;
- Package 5 may require at grade capacity improvements on St Vincent Street and Haven Road to mitigate the congestion along the Package 5 corridor. The capacity of these roads may need to be increased, particularly in respect of northbound traffic. Similar outcomes may also occur from the implementation of Package 5A;
- The work undertaken to evaluate Inland Route indicates that the entire length of St Vincent Street and Haven Road is likely to be congested in 2048 (morning peak) with a new route. Package 5A proposes grade separating one intersection, which will lead to additional congestion at the next intersection, and there is a reasonable chance that this approach may lead to an option that grade separates a new route under (or over) the entire length St Vincent Street. Package 5A is therefore likely to have a similar outcome in the morning peak, the daytime peak and the evening peak as Package 5;
- In respect of Package 2, some streets still have facilities that do not meet the functional level of service or Land Development Manual requirements;
- Increased road capacity at the southern end of the Project area are expected to result in congestion on arterials and in the City Centre. Interventions may be required to address these;
- Additional improvements to public transport may increase demand in conjunction with Package 3 to further reduce emissions; and
- In conjunction with any package that is selected, the Project is likely to increase congestion in the City Centre and City fringe network. Implementing parking management in these areas and public transport improvements are key mitigation measures to resolve these concerns.

## 18.9 NATURAL HAZARDS AND RESILIENCE

This assessment deals with the impact of natural hazards and climate change on the proposed Packages, and also contemplates the degree to which community adaptation influences resilience. From a resilience perspective, the following mitigation is available:

- The renewal of the seawall as required by Packages 1 and 2 will improve resilience to coastal hazards, due to its increased height and strengthening;
- Packages 3 and 3B provide resilience benefit as they widen Rocks Road and provide more space away from the hillside and the associated hazards. This also provides greater capacity on Waimea Road;
- Package 4 fails to provide any additional mitigation for tsunami or storm surge other than the sea wall;
- Packages 5, 5A and 5Ab present some concern regarding liquefaction potential close to the CBD; and
- Heavy vehicles will be unable to use the inland route proposed by Package 5Ab in emergencies.

## 18.10 NOISE AND VIBRATION

The noise and vibration assessment focusses on operational noise and vibration, and does not evaluate construction effects, considering that these effects can be mitigated and managed to minimise these effects. It does note that all packages require construction works in close proximity to receivers, and as a result adverse noise and vibration effects could be anticipated through the construction phase of the works. The assessment observes that a detailed construction methodology is necessary to evaluate construction impacts, particularly in respect of duration of construction and the location of construction sites along the alignments.

In respect of operational noise and vibration effects, the assessment does not detail substantial mitigations or interventions as required to address these impacts. It does note that:

- Vibration from vehicles is generally only an issue when the road surface is uneven, and accordingly roads constructed should be smooth, free of defects, and maintained as such; and
- Package 5 would require noise barriers that would need to be appropriately designed to be effective. Such noise barriers should also be unbroken, thus enhancing their efficacy.

## 18.11 TANGATA WHENUA

Iwi consulted consider that the inclusion of Package 2 in any option provides an opportunity to better provide access to the coastal marine area to collect and harvest kai moana. This accordingly impacts on Packages 2, 3, 3B, 4, 5, 5A and 5Ab. Other potential mitigation measures identified by iwi included:

- Packages 3 and 3B provide an opportunity for any previously affected cultural sites to be enhanced and have their stories told;
- The options associated with Packages 5, 5A and 5Ab should consider taking an alternative approach to the management of and provision for growth that does not require the construction of new infrastructure;
- A revitalised community hub, located away from the new road, could be provided via Package 5A; and
- A collaborative approach should be adopted to travel demand management, specifically involving iwi in decisions regard public transport in particular. This impacts on all packages but is particularly relevant for Package 5Ab, given the distance of the Railway Reserve from key places.

## 19. STRATEGIC PLANNING OPPORTUNITIES BASED ON INITIAL REVIEW OF MCA PROJECT SPECIALIST CRITERIA

Based on the assessment above, the Packages have a range of consenting challenges.

### 19.1 ROCKS ROAD WORLD CLASS WATERFRONT OPPORTUNITY

A particular challenge is balancing the need to weigh the management of the existing Rocks Road against maintenance requirements and the effects of climate change. The 'Do Minimum' approach (Package 1) includes the need to replace the existing seawall along Rocks Road due to its condition and the predicted ongoing damaging effects of sea level rise and storm surge due to climate change on this structure.

From an overall transport planning and consentability perspective this is a critical working assumption for the NFAP. Any deconstruction and replacement of this seawall would require substantial works and inevitably lead to modification and/or destruction of listed archaeology and heritage features, in an area that has very significant values in terms of both iwi history and relationships with the area, and early European settlement heritage.

Our own work in the field of community-led coastal hazards adaptation throughout New Zealand supports and understanding of the Intergovernmental Panel on Climate Change (IPCC) sea level rise scenarios and associated increase in the severity and frequency of storm events supports the view that it is prudent to plan for the replacement of the Rocks Road seawall as a key component of the 'Do Minimum' Package.

Given this base line position we consider there are real opportunities for the NFAP partners to work collaboratively with iwi, Heritage New Zealand, and the Department of Conservation to thoroughly consider and assess the archaeology, heritage and mana whenua values in the wider Rocks Road area and how they might best be avoided, remedied, mitigated or offset when the Rocks Road seawall is replaced.

One strategic planning issue we have identified as part of our preliminary planning assessment based on the MCA scoring by specialists and initial discussions with the wider Project Team is that:

*If all or some of these values have to be modified and/or destroyed due to the current lack of integrity of the Rocks Road seawall and ongoing effects of climate change related hazards, then might this necessary substantial modification of the environment provide an opportunity to provide for more reclamation width in the Rocks Road corridor to better enable the development of a 'World Class' waterfront which is one of the NFAP project aims?*

Any consideration of this question would need detailed and careful analysis, including close involvement and collaboration with the key stakeholders to ensure all of the relevant effects and opportunities are on the table and thoroughly assessed.

## **19.2 LONG TERM PLANNING PROTECTION FOR THE RAILWAY RESERVE OPPORTUNITY**

The other key strategic future planning opportunity is associated with the ongoing protection and recognition of the overall 'Railway Reserve' transport corridor between Richmond and Nelson. Only part of this corridor is currently protected by designation in the Nelson Resource Management Plan and we consider as part of the NFAP and Nelson Plan Review, the entire length should be designated in order to protect its value as a key long term alternate transport route for Nelson.

We are very aware that adding vehicular traffic to this route was rejected by the Environment Court in 2004, largely due to adverse effects on the Victory Square Community associated with air quality, noise, severance and disruption matters, which today are equally challenging issues.

However, in our view the overall railway corridor could and should continue to be recognised and potentially developed further for other for active and emerging modes, including walking, cycling, and potentially for use by electric buses, EVs, and even light rail opportunities linking the growing urban areas in both Nelson and Tasman Districts.

From a community resilience perspective serious consideration in any designation and transport strategy (up to and past the NFAP project timeline of 2048) associated with this wider railway reserve route should also be given to its potential future value as a 'lifelines route'. This could be vital in the event of a serious earthquake and/or sea level rise situation which renders the Rocks Road area impassable.

### 19.3 CONCLUSION RELATING TO STRATEGIC PLANNING OPPORTUNITIES

We recommend that these two strategic planning opportunities should be further explored and discussed with the NFAP project partners, iwi and other community stakeholders, alongside the relevant NFAP project team specialists as part of the current Detailed Business Case project phase and/or as part of subsequent stages of the NFAP.

### REFERENCES

Agenda, Nelson Marlborough Health Meeting, 25 February 2020.

Hunter Group, Nelson Hospital Redevelopment Proposed Approach to Business Case Development, undated.

Buddle Finlay, Nelson Arterial Investigation (legal opinion on Environment Court decision *Nelson Intermediate School v Transit New Zealand C35/2004*).

Connecting the Top of the South – Nelson Regional Land Transport Plan 2015-2021 (2018 Mid Term Review).

Draft South Island Freight Plan, 2015.

Heritage New Zealand Pouhere Taonga List (online resource <https://www.heritage.org.nz/the-list>).

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2012.

National Environmental Standard for Freshwater, 2020.

National Policy Statement for Freshwater, 2020.

National Policy Statement for Urban Development, 2020.

Nelson Air Quality Plan, 2008.

Nelson Regional Public Transport Plan 2018 (Part G, RLTP).

Nelson Resource Management Plan, 2004.

Nelson Land Development Manual, 2010 (operative 2019).

Nelson Tasman Future Development Strategy 2019.

New Zealand Coastal Policy Statement 2010.

Nga Taonga Tuku Iho ki Whakatu Management Plan 2004.

Regional Policy Statement for Nelson, 1997.

Resource Management Act 1991.

Tasman Regional Policy Statement (2001).

## GLOSSARY

CBD	Central Business District
DBC	Detailed Business Case
GG	Governance Group
HAIL	Hazardous Activities and Industries List
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
HOV	High Occupancy Vehicle
HPMV	High Productivity Motor Vehicle
IBC	Indicative Business Case
IPCC	Intergovernmental Panel on Climate Change
MCA	Multi-Criteria Analysis
MDC	Marlborough District Council
NAQP	Nelson Air Quality Plan
NCC	Nelson City Council
NFAP	Nelson Future Access Project
NESCS	National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health
NLDM	Nelson Land Development Manual
NPS-FM	National Policy Statement for Freshwater Management 2020
NPS-UD	National Policy Statement for Urban Development 2020
NRMP	Nelson Resource Management Plan
NTFDS	Nelson Tasman Future Development Strategy
NZCPS	New Zealand Coastal Policy Statement
NZTA	Waka Kotahi NZ Transport Agency
ONC	Outstanding Natural Character
ONF	Outstanding Natural Feature



ONL	Outstanding Natural Landscape
PBC	Programme Business Case
PM10	Particles with a diameter of 10 micrometers
PT	Public transport
RLTP	Regional Land Transport Plan
RMA	Resource Management Act 1991
RPS	Nelson Regional Policy Statement
RPTP	Regional Public Transport Plan
SIFP	Draft South Island Freight Plan
Tasman RPS	Tasman Regional Policy Statement
TDC	Tasman District Council
T3	Any vehicle carrying three or more people
UDLF	Urban Design and Landscape Framework
Waka Kotahi	NZ Transport Agency



## **APPENDIX A**

Local Policy Assessment

## OVERALL ASSESSMENT

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
NZ Coastal Policy Statement	0	-1	-2	-2	-2	-3	-3	+3	+3	+3	+3
National Policy Statement on Urban Development	0	+3	+3	+1	-2	+1	-2	0	0	+1	-2
National Policy Statement on Freshwater Management	0	+1	0	0	0	0	0	-1	-1	-1	-1
Regional Policy Statement	0	+2	+2	+2	-1	+2	-1	+2	+2	+2	-1
Nelson Air Quality Plan	0	+1	+1	+1	-2	+1	-2	-1	-1	-1	-2
Nelson Resource Management Plan (overall assessment)	0	+2	+2	+1	-2	-1	+2	-2	-2	-2	+1
Designations	0	+3	+2	+2	+2	+2	+2	-2	-2	-2	-3
Zoning/Road Classification	0	+3	+3	+3	+2	+3	+2	+3	+3	+3	+2
Heritage	0	-2	-2	-2	-2	-2	+3	-2	-2	-2	+3
Freshwater	0	-2	-2	-2	+1	-2	+1	-3	-3	-3	+1
Coastal Marine Area	0	-1	-1	-2	-2	-2	-2	-1	-1	-1	+3
Transport Policy	0	+3	+3	+2	-3	+2	-3	+3	+3	+3	-3
Nelson Land Development Manual	0	+3	+3	+2	-1	+3	-1	+3	+3	+3	-1
Nelson Tasman Future Development Strategy	0	+3	+3	+1	-2	+1	-2	0	0	0	-2
Connecting the Top of the South	0	+3	+3	+1	-1	+3	-1	+2	+2	+2	-1
Nelson Regional Public Transport Plan 2018	0	+3	+3	+1	-1	+1	-2	+1	+1	+1	-1
Heritage NZ Pouhere Taonga List	0	-1	-2	-2	-2	-3	-3	-1	-1	-1	+3
Iwi Management Plan	0	-1	-1	-1	-1	-2	-2	-1	-1	-1	+3
Draft South Island Freight Plan	0 (-3 <sup>1</sup> )	-2	+1	+1	+1	+1	+1	+1	+1	-2	+1
<b>OVERALL ASSESSMENT</b>	<b>0</b>	<b>+3</b>	<b>+2</b>	<b>+2</b>	<b>-3</b>	<b>0</b>	<b>-3</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>+1</b>

<sup>1</sup> Assessed as significantly adverse, but scored as 0 to reflect Do Minimum.



## **APPENDIX B**

Part 2 Assessment

**PART 2 ASSESSMENT**

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
<b>Section 5</b>											
Promote sustainable management (s5)	This package promotes the sustainable management of the existing resource relatively successfully, however, fails to meet some longer term needs in respect of behaviour change and air quality improvements. It maintains the social, economic and cultural wellbeing of the existing community, however, may fail to meet the needs of future generations.	Package 2 promotes the sustainable management of the existing roading infrastructure, minimises reclamation and impacts on heritage, however, will require mitigation of these effects. It does not seek to deal with the impacts of climate change, but overall seeks to enable the community to plan for its wellbeing, and to provide for the needs of future generations.	Package 3 promotes the sustainable management of the existing roading infrastructure, includes some reclamation and impacts on heritage, however, will require mitigation of these effects. It does not seek to deal with the impacts of climate change, but overall seeks to enable the community to plan for its wellbeing, and to provide for the needs of future generations.	Package 3B promotes the sustainable management of the existing roading infrastructure, includes some reclamation and impacts on heritage, however, will require mitigation of these effects. It does not seek to deal with the impacts of climate change, but overall seeks to enable the community to plan for its wellbeing, and to provide for the needs of future generations.	Package 3C promotes the sustainable management of the existing roading infrastructure, includes some reclamation and impacts on heritage, however, will require mitigation of these effects. It does not seek to deal with the impacts of climate change, but overall seeks to enable the community to plan for its wellbeing, and to provide for the needs of future generations.	Package 4 promotes the sustainable management of the existing roading infrastructure and proposes significant reclamation and impacts on heritage. Significant mitigation will be required in respect of these matters. It does not seek to deal with the impacts of climate change, but overall seeks to enable the community to plan for its wellbeing, and to provide for the needs of future generations.	Package 4B promotes the sustainable management of the existing roading infrastructure and proposes significant reclamation and impacts on heritage. Significant mitigation will be required in respect of these matters. It does not seek to deal with the impacts of climate change, but overall seeks to enable the community to plan for its wellbeing, and to provide for the needs of future generations.	Package 5 provides for the sustainable management of resources to a limited extent. While it avoids reclamation and minimises heritage impacts, it has a potentially significant adverse effect on the Victory and Washington Valley communities, the effects of which will require significant consideration and mitigation.	Package 5A provides for the sustainable management of resources to a limited extent. While it avoids reclamation and minimises heritage impacts, it has a potentially significant adverse effect on the Victory and Washington Valley communities, the effects of which will require significant consideration and mitigation.	Package 5Ab provides for the sustainable management of resources to a limited extent. While it avoids reclamation and minimises heritage impacts, it has a potentially significant adverse effect on the Victory and Washington Valley communities, the effects of which will require significant consideration and mitigation.	Package 5B provides for the sustainable management of resources to a limited extent. While it avoids reclamation and minimises heritage impacts, it has a potentially significant adverse effect on the Victory and Washington Valley communities, the effects of which will require significant consideration and mitigation.
<b>Section 6 – Recognise and provide for:</b>											
Preserve the natural character of the coastal environment (including the coastal marine area) and rivers and their margins, and protect them from inappropriate use and development (s6(a))	The sea wall will be replaced by 2028, which has the potential for adverse effects on the natural character of the coastal marine area. No impacts anticipated to York Stream.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Any widening of Rocks Road has the potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Any widening of Rocks Road has the potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.	Any widening of Rocks Road has the potential for adverse impacts on the natural character of the coastal environment due to reclamation necessary. Potential adverse impacts on York Stream and its margins.

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B	
Protect outstanding natural features and landscapes from inappropriate use and development (s6(b))	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	
Protect areas of significant indigenous vegetation and significant habitats of indigenous fauna (s6(c))	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no defined outstanding features or landscapes within project area	Not applicable – no areas of significant indigenous vegetation of fauna within project area	
Maintain and enhance public access to and along the coastal marine area and rivers (s6(d))	Ultimately there is some potential for improved access along the coastal area along Rocks Road, once the existing sea wall is replaced in 2028. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potentially improved access along the coastal area along Rocks Road. Potential impacts on access along York Stream.	Potential impacts on access along York Stream.
The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (s6(e))	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.
Protect historic heritage from inappropriate use and development (s6(f))	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be	Significant adverse impact on listed Chain Link Fence along Rocks Road, but	Significant adverse impact on listed Chain Link Fence along Rocks Road, but	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be mitigated by	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be	Significant adverse impact on listed Chain Link Fence along Rocks Road, but	Significant adverse impact on listed Chain Link Fence along Rocks Road, but	Significant adverse impact on listed Chain Link Fence along Rocks Road, but could be	

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
	mitigated by its reinstatement. Other impacts expected on heritage structures along route.	could be mitigated by its reinstatement. Other impacts expected on heritage structures along route.	could be mitigated by its reinstatement. Other impacts expected on heritage structures along route.	mitigated by its reinstatement. Other impacts expected on heritage structures along route.	mitigated by its reinstatement. Other impacts expected on heritage structures along route.	mitigated by its reinstatement. Proposed removal of the Boat Shed a significant adverse effect. Other impacts expected on heritage structures along route.	its reinstatement. Proposed removal of the Boat Shed a significant adverse effect. Other impacts expected on heritage structures along route.	mitigated by its reinstatement. Other impacts expected on heritage structures along route.	could be mitigated by its reinstatement. Other impacts expected on heritage structures along route.	could be mitigated by its reinstatement. Other impacts expected on heritage structures along route.	mitigated by its reinstatement. Other impacts expected on heritage structures along route.
Protect protected customary rights (s6(g))	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.	There are no known customary rights concerns within the project area.
Manage significant risks from natural hazards (s6(h))	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.	Retention of the Rocks Road alignment may not appropriately address natural hazard risks, particularly in respect of sea level rise. Some landslide risk present in study area which may require mitigation.
<b>Section 7 Have regard to:</b>											
Kaitiakitanga (s7(a))	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
The ethic of stewardship (s7(aa))	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a potential mitigating factor.
The efficient use and development of natural and physical resources (s7(b))	This package represents an efficient use of the existing infrastructure in the short term, however in the longer term these efficiencies may not be present.	This package represents an efficient use of the existing infrastructure as it increases capacity on the existing road network by better enabling the uptake of alternative modes.	This package represents an efficient use of the existing infrastructure as it increases capacity on the existing road network by better enabling the uptake of alternative modes.	This package represents an efficient use of the existing infrastructure as it increases capacity on the existing road network by better enabling the uptake of alternative modes.	With the omission of the Package 2 improvements, this option represents a less efficient use of the existing infrastructure.	This package represents an efficient use of the existing infrastructure as it increases capacity on the existing road network by better enabling the uptake of alternative modes.	With the omission of the Package 2 improvements, this option represents a less efficient use of the existing infrastructure.	This package represents a less efficient use of the existing infrastructure. While this option increases capacity on the existing road network by better enabling the uptake of alternative modes, the provision of an additional route may result in reluctance to use such alternatives.	This package represents a less efficient use of the existing infrastructure. While this option increases capacity on the existing road network by better enabling the uptake of alternative modes, the provision of an additional route may result in reluctance to use such alternatives.	This package represents a less efficient use of the existing infrastructure. While this option increases capacity on the existing road network by better enabling the uptake of alternative modes, the provision of an additional route may result in reluctance to use such alternatives.	This package does not enable the efficient use of the existing infrastructure. It does not propose improvements to encourage uptake of alternative modes, and further, the provision of an additional route is expected to reduce uptake of those modes.
The efficiency of the end use of energy (s7(c))	Continuing the status quo is unlikely to result in encouraging increased efficiency of the end use of energy	Providing greater alternatives to motor vehicle use has a significant positive impact on the efficiency of the end use of energy.	Providing greater alternatives to motor vehicle use has a significant positive impact on the efficiency of the end use of energy. This package also proposes improvement that provide for continued use of motor vehicles to complement the	Providing greater alternatives to motor vehicle use has a significant positive impact on the efficiency of the end use of energy. This package also proposes improvement that provide for continued use of motor vehicles to complement the	This option may provide some very limited benefits to encouraging the uptake of alternative modes, however failure to provide appropriately integration between those modes means that this package is not aligned well with this subsection.	Providing greater alternatives to motor vehicle use has a significant positive impact on the efficiency of the end use of energy. This package also proposes improvement that provide for continued use of motor vehicles to complement the adoption of active modes.	This option may provide some very limited benefits to encouraging the uptake of alternative modes, however failure to provide appropriately integration between those modes means that this package is not aligned well with this subsection.	The development of a new route may be considered as an inefficient end use of energy, as it enables continued reliance on motor vehicles rather than encouraging modal choice.	The development of a new route may be considered as an inefficient end use of energy, as it enables continued reliance on motor vehicles rather than encouraging modal choice.	The development of a new route may be considered as an inefficient end use of energy, as it enables continued reliance on motor vehicles rather than encouraging modal choice.	The development of a new route may be considered as an inefficient end use of energy, as it enables continued reliance on motor vehicles and does not enable a mode shift in the area.



Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
			adoption of active modes.	adoption of active modes.							
Maintain and enhance amenity values (s7(d))	The Do Minimum package maintains amenity values throughout the area.	Enhancing the opportunity for pedestrian and cyclist use of existing local roads maintains amenity values. The improvements to the key route around of the outside of the project area will not erode amenity values significantly.	Enhancing the opportunity for pedestrian and cyclist use of existing local roads maintains amenity values. The improvements to the key route around of the outside of the project area will not erode amenity values significantly.	Enhancing the opportunity for pedestrian and cyclist use of existing local roads maintains amenity values. The improvements to the key route around of the outside of the project area will not erode amenity values significantly.	This package does not offer the enhancement of opportunities for pedestrian and cyclist use of existing local roads. The improvements to the key route around of the outside of the project area will not erode amenity values significantly.	Enhancing the opportunity for pedestrian and cyclist use of existing local roads maintains amenity values. The improvements to the key route around of the outside of the project area will not erode amenity values significantly.	This package does not offer the enhancement of opportunities for pedestrian and cyclist use of existing local roads. The improvements to the key route around of the outside of the project area will not erode amenity values significantly.	Potentially significant adverse effect in terms of amenity values, with particular regard to severance and cohesion. The availability of effective mitigation will require consideration.	Potentially significant adverse effect in terms of amenity values, with particular regard to severance and cohesion. The availability of effective mitigation will require consideration.	Potentially significant adverse effect in terms of amenity values, with particular regard to severance and cohesion. The availability of effective mitigation will require consideration.	Potentially significant adverse effect in terms of amenity values, with particular regard to severance and cohesion. The availability of effective mitigation will require consideration.
Intrinsic values of ecosystems (s7(e))	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.	No known ecosystems threatened by this proposal at this time.
Maintain and enhance of the quality of the environment: (s7(f))	The Do Minimum package maintains the quality of the environment within the project area. Similarly, it does not include significant reclamation, however the package does not address existing air quality issues, and this must be taken into account.	Providing enhanced opportunities for cyclists and pedestrians within the project area maintains the quality of the environment and provides an opportunity for improvements to air quality with the adoption of alternative modes. The proposed reclamation may have adverse impacts on the quality of the environment, but this may be	Providing enhanced opportunities for cyclists and pedestrians within the project area maintains the quality of the environment and provides an opportunity for improvements to air quality with the adoption of alternative modes. The proposed reclamation may have adverse impacts on the quality of the environment, but this may be	Providing enhanced opportunities for cyclists and pedestrians within the project area maintains the quality of the environment and provides an opportunity for improvements to air quality with the adoption of alternative modes. The proposed reclamation may have adverse impacts on the quality of the environment, but this may be	This package does not offer the enhancement of opportunities for pedestrian and cyclist use of existing local roads, and is therefore unlikely to have any positive impacts on air quality. The proposed reclamation may have adverse impacts on the quality of the environment, but this may be appropriately mitigated through	Providing enhanced opportunities for cyclists and pedestrians within the project area maintains the quality of the environment and provides an opportunity for improvements to air quality with the adoption of alternative modes. The proposed reclamation may have adverse impacts on the quality of the environment, but this may be appropriately mitigated through	This package does not offer the enhancement of opportunities for pedestrian and cyclist use of existing local roads, and is therefore unlikely to have any positive impacts on air quality. The proposed significant reclamation may have adverse impacts on the quality of the environment, but this could be mitigated through design and consultation. .	This package offers the enhancement of opportunities for pedestrian and cyclist use of existing local roads, and proposes a new route within an existing residential area. While the new route may encourage continued motor vehicle use, the provision of the Package 2 improvements may encourage active modes, resulting in an improvement in	This package offers the enhancement of opportunities for pedestrian and cyclist use of existing local roads, and proposes a new route within an existing residential area. While the new route may encourage continued motor vehicle use, the provision of the Package 2 improvements may encourage active modes, resulting in an	This package offers the enhancement of opportunities for pedestrian and cyclist use of existing local roads, and proposes a new route within an existing residential area. While the new route may encourage continued motor vehicle use, the provision of the Package 2 improvements may encourage active modes, resulting in an	This package does not offer the enhancement of opportunities for pedestrian and cyclist use of existing local roads, and proposes a new route within an existing residential area, thus continuing to encourage motor vehicle use. This package is unlikely to have any positive impacts on air quality.

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
		appropriately mitigated through design and consultation.	this may be appropriately mitigated through design and consultation.	appropriately mitigated through design and consultation.	design and consultation.	design and consultation.		air quality in the project area.	improvement in air quality in the project area.	improvement in air quality in the project area.	
Any finite characteristics of natural and physical resources (s7(g))	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.	No impact in respect of finite characteristics of natural and physical resources.
Protect the habitat of trout and salmon (s7(h))	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.	No known habitat of trout and salmon affected by proposed package.
The effects of climate change (s7(i))	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.	Does not account for the effects of climate change, and mitigation of this effect will be required.
The benefits to be derived from the use and development of renewable energy (s7(j))	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.	Potentially significant effects would result from the increased uptake of alternative fuels, particularly in respect of air quality.
<b>Section 8 – Take into account:</b>											
The principles of the Treaty of Waitangi (Te Tiriti o Waitangi)	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a	Potential for adverse cultural impacts, however largely dependent on outputs of cultural assessment and any mitigation it proposes. Iwi involvement in process to date a

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.	potential mitigating factor.

Package	1	2	3	3B	3C	4	4B	5	5A	5Ab	5B
<b>OVERALL ASSESSMENT</b>	+1	+3	+2	+2	+1	+1	-1	-2	-2	-2	-3



## **APPENDIX C**

Overall Assessment

## OCTOBER 2020 UPDATE

### Key Working Assumption

1. The Rocks Road Seawall will need to be replaced by 2050 as per the “Do minimum” set out in Package 1 (as advised by G Doherty of Aecom, late April 2020).
2. It has been agreed that the “Do Minimum” Option will be scored as a 0 by all specialists, even though there are some effects of implementing this.
3. The Draft District Plan, which will ultimately inform the Policy Framework and associated scores, has not been released as was planned for 25 February 2020.
4. We have added in a Heritage Approval sub-set as authorisations will be required under the Heritage New Zealand Pouhere Taonga Act 2014.
5. This update of our summary scoring includes sub-options requested from the Governance Group meeting of 28 February 2020. Each sub-option has been assessed against the initial packages for relativity and consistency.
6. Updated 23 September 2020 to reflect outputs from other specialist technical reports.

Package 1 Do Minimum	Policy Framework	Part 2	Heritage Approvals	Overall Score
Scoring Summary	0	+1	0	0

Package 1 is largely neutral in respect of the matters assessed. It is not particularly well aligned with the existing policy framework assessed, but is not repugnant to the outcomes that the framework seeks to achieve. This package of interventions does fit better within the provisions of Part 2 of the RMA.

While much of the work will be located within the designation corridor, particular areas of concern include:

- Consistency with transport policies of the NRMP
- Consistency with NTFDS
- Consistency with RPTP

It is also noted that this Package fits more comfortably with the provisions of the NZCPS than those proposing greater reclamation.

The heritage approvals required for the implementation of Package 1 suite are minor. An archaeological authority will be required for works within the road corridor and on the wall. The removal/reinstatement (as applicable) of the Chain Link Fence along Rocks Road will require approval by the Council and Heritage New Zealand Pouhere Taonga. Specific mitigation may partially address some concerns in terms of the heritage policy framework applicable to the project. It is noted that climate change is presently impacting on the existing Rocks Road alignment, and that as such, some intervention will be required to enable the retention of the existing alignment, and to avoid the loss of this heritage fabric in any case. The score ascribed to this above reflects this consideration.

<b>Package 2</b> <b>More travel choice</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	+3	+3	-1	+3

Package 2 offers significant opportunity to encourage modal shift. Given this, it fits most comfortably within the planning framework. While the proposed reclamation is a potential consenting challenge under the NZCPS, mitigation can be developed to address some of these concerns. Similarly, mitigation can be designed to address potential impact on heritage buildings and structures. Package 2 will also address air quality issues, consistent with the provisions of the NAQP.

Package 2 potentially has wider heritage effects than Package 1, however given the nature of the proposal, it is considered that these effects are likely to be more readily managed. The widening of Rocks Road that is proposed will result in some heritage impacts that are broadly consistent with those resulting from Package 1, however, the limited scope of these improvements, coupled with the focus on enhancing capacity of the local road network to provide for walking and cycling, means that these effects can likely be managed at a much finer grain than is the case with more fulsome road improvements. As such, while Package 2 sits marginally less comfortably within the heritage policy framework than Package 1, it does offer better opportunity for the integrated management of heritage impacts.

<b>Package 3</b> <b>Priority lanes via peak period clearways + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	+2	+2	-2	+1

Package 3 provides many of the same benefits as Package 2, however the greater width of reclamation proposed is reflected in the package's overall score. Particular consenting challenges are possible with respect to the consistency of the reclamation with the policy direction given in the NZCPS, and NRMP.

Further, Package 3 shows additional widening along Rocks Road. As for the other options, any impacts on listed heritage structures and archaeology in this area will require assessment. As this option proposes additional widening, it is more likely to impact on other heritage structures in addition to the impacts on Rocks Road and the Chain Link Fence. Site specific mitigation measures should be considered for these structures. A detailed archaeological assessment will also be required with regard to this Package.

<b>Package 3B</b> <b>Peak period clearways for general traffic + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	+2	+2	-2	+1

Package 3B continues to provide benefits in respect of modal shift and encourages the adoption of public transport. From both the consenting and heritage perspectives, this option is similar to that for Package 3.

<b>Package 3Ba</b> <b>Peak period contraflow lane for general traffic + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	+2	+2	-2	+1
<p>Package 3Ba continues to provide benefits in respect of modal shift and encourages the adoption of public transport. From both the consenting and heritage perspectives, this option is similar to that for Package 3. The use of contraflow, where managed appropriately, provides particularly good alignment with the objectives contained in the NLDP. The integration of modal shift provides some benefit within the terms of the NTFDS and the RLTP.</p> <p>This score is consistent with the score ascribed for Package 3B, as the specialists scoring the investment objectives and effects matters did not change their scoring from that package for this sub-option.</p>				

<b>Package 3C</b> <b>Peak period clearways for general traffic – no Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-3	+1	-2	-1
<p>Package 3C does not provide the benefits offered by Package 2. This package is particularly weak in the following areas, due to a failure to provide general public benefit:</p> <ul style="list-style-type: none"> <li>• Consistency with NZCPS due to the area of reclamation proposed</li> <li>• No air quality benefits are offered</li> <li>• Failure to align with Transport policy directive from the NRMP</li> <li>• Inconsistency with NTFDS</li> </ul> <p>Further, the suite of improvements included as Package 3-3C show additional widening along Rocks Road. As for the other options, any impacts on listed heritage structures and archaeology in this area will require assessment. As this option proposes additional widening, it is more likely to impact on other heritage structures in addition to the impacts on Rocks Road and the Chain Link Fence. Site specific mitigation measures should be considered for these structures, and an archaeological assessment will also be required.</p>				

<b>Package 3Ca</b> <b>Peak period contraflow lane for general traffic - no Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-2	+1	-2	-1
<p>Like Package 3C, Package 3Ca does not provide the benefits offered by Package 2, and the consideration of this package is therefore very similar to that for Package 3C, with very similar weaknesses to those listed above.</p> <p>Notwithstanding this, the benefit offered by the use of contraflow provides slightly greater consistency with the transport policy directives given in the documents referenced in the Package 3Ba summary above.</p>				

Similar mitigation measures to those identified above will also be required.

This score is consistent with the score ascribed for Package 3C, as the specialists scoring the investment objectives and effects matters did not change their scoring from that package for this sub-option.

<b>Package 4</b> <b>Enhanced Rocks Road as a State Highway + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	0	+1	-3	-1

Package 4 is largely neutral in respect of the policy framework, largely as a result of its inclusion of the benefits provided by Package 2.

The effect of Package 4 on listed heritage sites is of greater concern, as it does not sit comfortably with the provisions of the RMA regarding protection of heritage items. While this package includes the rebuilding of the Chain Link Fence as proposed via Packages 1-3, the extent of the impacted area is more significant. Further, the potential demolition of additional heritage structures (in particular, The Boat Shed) is less supported by the provisions included in the Plan. While these impacts will require consideration against the effects of climate change, prior to engagement with Heritage New Zealand Pouhere Taonga, it is not possible to provide a more quantifiable assessment of the effectiveness of any mitigation of heritage effects that may be possible, at this stage.

Similarly, the extent of the reclamation required for this package represents a significant challenge, however the overall score demonstrates the importance of the public benefits offered by the provision of modal choice in respect of this package. Further, Package 4 extends beyond the margins of the existing designations within the project area.

<b>Package 4B</b> <b>Enhanced Rocks Road as a State Highway – no Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-3	-1	-3	-3

While the interventions proposed by Package 4B are similar to those proposed by Package 4 above, the removal of the public benefits offered by modal choice results in a negative score. Particular aspects of concern are the impacts on heritage items (as outlined above for Package 4) and reclamation activities, with no community benefit offered in terms of air quality impacts resulting from transport emissions. Further, Package 4B extends beyond the margins of the existing designations within the project area.



<b>Package 5</b> <b>New arterial route + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-1	-2	-1	-2

Package 5 is a new route, provided through an existing urban area, and includes the interventions proposed by Package 2. As such, while this Package includes some reclamation, it is largely minor in nature, which is reflected in the score for this package. While the provision of a new route may have some positive impacts in terms of the provisions of the NFDS by enhancing residential capacity, some specific mitigation is expected to be necessary in respect of the effects of this proposal in terms of the provisions of section 7 of the RMA, in particular, the maintenance and enhancement of both amenity values and the quality of the environment.

Package 5 has significantly less impact on the listed heritage items in the area than is the case for the other options under consideration. Aside from requiring minor works in respect of the existing Rocks Road alignment (similar to Package 2), Package 5 does not affect any other listed structure. While an archaeological authority will be required for the works, it is anticipated that, subject to appropriate mitigation, this aspect of the works will be relatively consentable.

<b>Package 5A</b> <b>New State highway route with cut and cover at Toi Toi intersection + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-1	-2	-1	-2

The general assessment of the overall route for Package 5A remains the same as for Package 5.

The use of a cut and cover construction technique has some impact in terms of the assessment of this option. In particular, the vicinity of the Toi Toi Street intersection is identified as within the inundation and floodpath overlays of the NRMP, and accordingly some care will be required in the design of any such alignment. As such, this package has been evaluated slightly less favorably than an at grade solution.

This score is consistent with the score ascribed for Package 5, to reflect that only small increases were given by some of specialists scoring the investment objectives, and no change from the specialists scoring the effects matters compared with the specialist scoring for this sub-option.

<b>Package 5Ab</b> <b>New route (no freight) with cut and cover at Toi Toi intersection for priority traffic (bus and T3) + Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-2	-2	-1	-1

The general assessment of the overall route for Package 5Ab remains the same as that for Package 5. Similarly, and as identified above for Package 5A, the use of a cut and cover construction technique in this location results in some misalignment in terms of inundation and floodpath issues.

While the use of this route by public transport and T3 users provides some benefit in terms of modal choice (particularly in light of the retention of the Package 2 improvements that form a part of this

option), the restriction of the use of the route by freight vehicles results in some inconsistencies with the policy framework applicable. What's more, this approach presumably results in a continued reliance on the Rocks Road route for freight vehicles, and therefore fails to achieve the policy outcomes advanced in the RLTP in particular. There is also some tension between the objectives of the NLDP that apply to functionality, efficiency, affordability and route security. These inconsistencies are reflected in the assessment above.

This score is one better than the score ascribed for Package 5. This sub-option was ranked significantly higher by some specialists assessing the investment objectives, and a better score was given for greenhouse gas effects by the specialist, in comparison with the scoring for Package 5.

<b>Package 5B</b> <b>New arterial route – No Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-1	-3	-1	-3
<p>Package 5B does not include the modal choice benefits that are offered by Package 2. However, it is still a challenging project given the issues raised in the 2004 Environment Court decision in terms of the fundamental effects issues under the RMA Part 2 provisions. However, as this Package does not include reclamation or impacts on heritage, it results in a more positive outcome in respect of the policy framework applicable to the project.</p> <p>Package 5B has the least impact on the listed heritage items in the area of all options under consideration, due to the omission of any widening along Rocks Road, although our working assumption is the Rocks Road seawall will have to be replaced anyway so this “do minimum” would have similar effects to Package 2. As identified above, Package 5 does not affect any other listed structure, and thus this Package represents the least concern from a heritage approval perspective.</p>				

<b>Package 5Ba</b> <b>New State highway route with cut and cover at Toi Toi intersection – no Package 2</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
Scoring Summary	-1	-3	-1	-3
<p>The general assessment of the overall route for Package 5Ba remains the same as for Package 5A, including the concerns identified regarding inundation and floodpaths. The omission of the modal choice benefits offered by Package 2 introduce further consenting risk for this option.</p> <p>This score is consistent with the score ascribed for Package 5B, as small increases given by some of the specialists scoring the investment objectives are offset by a worse property effects score compared with the scoring for Package 5.</p>				

<b>Package 5Bab</b>	<b>Policy Framework</b>	<b>Part 2</b>	<b>Heritage Approvals</b>	<b>Overall Score</b>
<b>New route (no freight) with cut and cover at Toi Toi intersection for priority traffic (bus and T3) – no Package 2</b>				
Scoring Summary	-2	-3	-1	-2
<p>The general assessment of the overall route for Package 5Bab remains the same as for Package 5ab, including the concerns identified regarding inundation and floodpaths. The omission of the modal choice benefits offered by Package 2 introduce further consenting risk for this option.</p> <p>This score is one better than the score ascribed for Package 5B. This sub-option was ranked significantly higher by some specialists assessing the investment objectives, and a better score was given for greenhouse gas effects by the specialist, in comparison with the scoring for Package 5B.</p>				



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## APPENDIX D

Designation DN.9

## **DN9 designation DN9**

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**DN9.i** Walkway and Cycleway (Railway Reserve from Quarantine Road to Saxtons Road West).

### **DN9.1 requiring authority**

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**DN9.1.i** Nelson City Council.

### **DN9.2 reason for designation**

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**DN9.2.i** The designation is existing. The designation is needed to secure, authorise, operate and maintain the walkway and cycleway and to:

- a) ensure Nelson City residents and visitors continue to have walkway and cycleway access across the designated land
- b) to provide a corridor for essential services (subject to restrictions listed in this designation)
- c) to establish landscaping form to the surrounding residential area

### **DN9.3 nature of works**

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**DN9.3.i** Passive recreation on the land including accessibility by the public for walking, pedestrian exercise, cycling, horse riding and dog walking.

**DN9.3.ii** The physical works of this designation are:

- a) maintenance work including:
  - i) track and road formation and maintenance including links to external parks and roads
  - ii) landscape maintenance, planting and mowing
  - iii) maintenance of services and waterways
  - iv) repair of buildings, structures, fences, barricades etc.
- b) formation work including:
  - i) track and road formation including links to external parks and roads
  - ii) landscaping and planting including land recontouring
  - iii) establishment of services and waterways
  - iv) erection of buildings, structures, fences, seats, barricades, etc.

### **DN9.4 environmental effects/mitigation measures**

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**DN9.4.i** Positive effects - the railway reserve enhances the recreational opportunities of Nelson residents. The designation is in existence, and operation and maintenance of the facilities will not adversely affect the present state of the environment.

**DN9.4.ii** Adverse effects - planting programmes have the potential to conflict with essential services. This conflict is mitigated by the proposed restriction to keep new or relocated essential services underground and on the opposite side of the park to the majority of landscaping.

### **DN9.5 explanatory statement**

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**DN9.5.i** Restrictions - public use and access - where existing legal easements permit neighbours to take vehicles on to this land they may continue to do so. Apart from this, except with the prior written consent of the requiring authority, no part of the designated area shall be accessible by motor vehicles, except reserve maintenance and emergency services vehicles.

**DN9.5.ii** Restrictions - buildings - playgrounds and service buildings (including changing rooms, ablutions, toilets and storage buildings for maintenance and other reserve equipment) are permitted if:

- a) they do not exceed 50m<sup>2</sup>
- b) they are less than 3m in height from the ground level, as defined in this Plan
- c) they comply with the daylight restrictions set out in Appendix 15 (daylight admission - residential) of this Plan.

**DN9.5.iii** Restrictions - essential services - no new essential service may be routed through the designated land except with the prior written consent of the requiring authority. Essential services include water, electricity, telecommunications, sewers and storm water drains. (It is preferable that any new or replaced essential service be underground and, wherever possible, located on the eastern side of the designated land. The reason for this is that landscaping will be chiefly established on the western side so avoiding service/landscaping conflicts.)

**DN9.5.iv** Consultation was undertaken at the time of the original designation. As the designation is in existence, no further consultation was undertaken.

## **DN10 designation DN10**

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**DN10.i** Plant production nursery and community facility.

### **DN10.1 designating authority**

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**DN10.1.i** Nelson City Council.

### **DN10.2 reason for designation**

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**DN10.2.i** The reason for the designation is to ensure the Council continues to have the right to use the land as a plant production nursery and community facility.

### **DN10.3 nature of the works**

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**DN10.3.i** Propagation of plants.

**DN10.3.ii** The nursery facility is also used by community groups such as the tree planters group, and Keep Nelson Beautiful Society, as well as being available for school visits and planting projects.

### **DN10.4 environmental effects/mitigation measures**

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**DN10.4.i** Positive effects - the community benefits from the training the facility offers in plant propagation.

### **DN10.5 explanatory statement**

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**DN10.5.i** Consultation has not been undertaken as this requirement relates only to existing activities and land which has already been designated.