



NELSON FUTURE ACCESS PROJECT

Consenting Strategy

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MITCHELL DAYSH LIMITED

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QUALITY REVIEW AND APPROVAL RECORD

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- A Project Specific Requirements
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ACRONYMS

Acronym/Term	Description
AEE	Assessment of Effects on the Environment
BOI	Board of Inquiry
CMA	Coastal Marine Area
DBC	Detailed Business Case
EPA	Environmental Protection Authority
ESR	Environmental and Social Responsibility
Fast-Track Consenting Act	COVID-19 Recovery (Fast-Track Consenting) Act 2020
HAIL	Hazardous Activities and Industries List
MCA	Multi Criteria Assessment
NAQP	Nelson Air Quality Plan
NCC	Nelson City Council
NLDM	Nelson Land Development Manual
NES-F	National Environmental Standards for Freshwater 2020
NES-Soil	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
NPS-ET	National Policy Statement on Electricity Transmission 2008
NPS-UD	National Policy Statement on Urban Development 2020
NRMP	Nelson Resource Management Plan
NTFDS	Nelson Tasman Future Development Strategy
NZCPS	New Zealand Coastal Policy Statement 2010
NOR	Notice of Requirement
ONL	Outstanding Natural Landscape
Outline Plan	Outline Plan of Work
Project	Nelson Future Access Project
RLTP	Connecting the Top of the South, the Nelson Regional Land Transport Plan 2015
RMA	Resource Management Act 1991
RPS	Regional Policy Statement for Nelson City
RPTP	Nelson Regional Public Transport Plan
SHx	State Highway x
Waka Kotahi	Waka Kotahi NZ Transport Agency

CONSENTING STRATEGY SUMMARY

The purpose of this consenting strategy is to support delivery and long-term operation of specific components of the Nelson Future Access Project. The Strategy identifies the necessary statutory approvals, their potential consenting risks and how these may be managed, and the consenting pathway itself. This is an initial consenting strategy which provides information to support the project planning and procurement phase. Of note, there are two aspects of the project that introduce significant risk and that require careful consideration of options and strategic response; being the Rocks Road reclamation and heritage impacts

The Strategy considers specific projects that are proposed to occur within 4 defined geographic locations; Nelson South, Washington Valley, Tahunanui, and SH6/Rocks Road:

- The projects proposed within the Nelson South and Washington Valley areas represent “business as usual”, and this Strategy determines that it is reasonable to anticipate that these projects can be authorised via resource consents (anticipated to be processed without public notification).
- The intersection improvement projects proposed for Tahunanui are largely confined within the existing SH6 designation. Where parts of these projects extend beyond the designation, this Strategy identifies they can be authorised via minor changes to the existing designation. These projects are also anticipated to be considered without public notification.
- In large part, the works proposed along Rocks Road/SH6 are also contained within the existing designation, and outline plan consideration will be required for these works. Notwithstanding these more simple projects, the most significant project included in this suite of improvements also includes reclamation along Rocks Road/SH6, which is anticipated to be more contentious and requiring determination through a public process. If revetment is preferred on Rocks Road then substantive areas of rock sea wall outside of State Highway designation is anticipated

The Strategy identifies that the necessary statutory approvals may be sought through a Council pathway, however also suggests that the consents required for the reclamation alongside Rocks Road/SH6 could appropriately be sought via the direct referral process. Either approach is not without risk, and this will require management through the consenting process.

The Strategy finds that risks to the approval process for these projects are at national/legislative level, local level, and project specific level. Mitigation of these impacts can be enhanced by the provision of additional technical assessments, offsetting any effects of concern and managing the timing for the lodgement of applications alongside other planning processes underway¹. In large part risks may also be mitigated by continuing the partnership approach that has been taken with the Project to date. The Project continues to offer Waka Kotahi the opportunity to partner with NCC and seek to input to the development of the Proposed Nelson Plan. Aside from the partnership approach required by existing legislation, regular briefings and meetings between the project team, elected representatives and key Council staff will be instrumental in achieving a joint approach to the project.

A number of specialist technical assessments will be required, most of which reflect a “business as usual” approach. The proposed reclamation will be more contentious, and it is prudent to ensure that detailed information is submitted alongside this resource consent application. The Strategy identifies the following key areas where greater detail will be required to support this application:

- Cultural impacts and Māori values.
- Landscape and visual effects assessment.
- Marine and aquatic ecology.
- Heritage impacts.
- Coastal processes.

¹ Noting that Council staff have expressed concerns that consenting the various projects may place additional time demands on the Council.

- Preliminary design and construction methodology.
- Mitigation strategy (which might include offsetting or environmental compensation).

Additional detail regarding the assessment of alternatives at both a macro and at a micro scale will also be necessary. This assessment will be required to consider the outcomes sought and to drill down to the granular level where specific design decisions/options are considered to address site specific issues.

Finally, as the design process progresses, and while NCC continues with the preparation of its Proposed Nelson Plan, this Strategy should be reviewed on a regular and ongoing basis to provide continued and up to date oversight of the approval requirements relevant to the Project as a whole.

1. INTRODUCTION

1.1 Consenting Strategy Purpose

The Nelson Future Access Project will require approvals under the Resource Management Act 1991 (RMA) to enable construction and some aspects of its ongoing operation (e.g. stormwater discharge or occupation of the CMA). The Project may also require statutory approvals under other related legislation.

The purpose of this indicative consenting² strategy is to support delivery and long-term operation of the Project. It does this by identifying what statutory approvals are needed, what the consenting risks are and how they can be managed, and the proposed pathway to secure the statutory approvals.

This is an initial consenting strategy which provides information to support the project planning and procurement phase.

Aspects of this strategy are expected to evolve during ongoing project development, and regular review is recommended to ensure it remains current and provides appropriate guidance for the project. The construction timeframe for the interventions that comprise this project will extend beyond the anticipated life of the existing Nelson Resource Management Plan and the Resource Management Act 1991, and accordingly this strategy deals only with those projects that comprise the 0-3 year timeframes, and those improvements necessary to Rocks Road.

This Strategy has been based on the information and detail available at the time of preparation. It uses a template provided by Waka Kotahi for this purpose (modified as appropriate).

1.2 Consenting Objectives

The consenting objectives for the project are to:

- Secure RMA and other statutory approvals in a timely manner to enable construction.
- Secure designation and resource consent conditions which avoid, remedy or mitigate potential adverse effects of the work, are reasonable and practical to implement, provide flexibility for innovation in the detailed design and construction phases, and consider whole of life implications.
- Minimise statutory risk.

² For this document, “consenting”, “approvals”, and “applications” are used as a generic reference for statutory approvals i.e. designations, resource consents, archaeological authorities, and wildlife permits. Where discussion relates to a specific type of approval, this is clarified in the text.

2. PROJECT OVERVIEW AND CONTEXT

The concept of improving access through Nelson has a long history, and over the past 30 years there have been many suggestions for improving travel in Nelson.

The 2018–21 National Land Transport Programme included funding to enable detailed investigations into the transport network, including a detailed business case to help plan a transport system that works for everyone.

The specific project area is bounded by SH6 to the north and east, Rutherford Road/Waimea Road to the south and extending as far south as the Annesbrook Drive roundabout. However, there is a far bigger area of influence for this project, extending beyond Richmond to the south and west, and Atawhai to the north.

The improvements being proposed take account of changes in housing density and are designed to work in tandem with transport-related improvements proposed by NCC, including improvements to bus services.

On this basis, the Nelson Future Access Project seeks to develop a detailed investment programme for a multi-modal transport system that supports the community's 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 particular, the programme seeks to:

- Identify customer needs and growth pressures in the study area.
- Define the existing and future function of key transport corridors (for all modes) in the study area.
- To deliver a safe, accessible and resilient network that recognises NCC's goals, the needs of customers and the wider community³.
- Make best use of existing infrastructure and services as well as new/emerging technologies.
- Ensure integration of land use and transport systems to reduce the dependency on private single occupancy motor vehicles.
- Investigate and identify a package of measures that could be progressed on SH6 Rocks Road to enhance walking and cycling and supporting NCC's vision for a world class waterfront.
- Investigate and make recommendations in respect of the key journeys between Nelson's CBD, Waterfront, Airport, Port and Richmond. To resolve long-standing uncertainty about the Nelson Southern Link, it will include the need and potential timing for an alternative arterial route to Rocks Road and Waimea Road.

The extent of the project is best indicated in the graphic below, and the works will be undertaken jointly by NCC and Waka Kotahi. The long, linear nature of the project is such that it passes through a mix of land use environments. The Project circles the central urban area of Nelson City. Its extent includes works within designated road reserves, works within undesignated road reserves, works within and occupation of the CMA, discharges associated with the construction and operation of the proposed works, land use consents and outline plan considerations. In addition, some aspects of the Project may also require authorisation under other legislation, such as the Heritage New Zealand Pouhere Taonga Act 2014.

³ Within this context, resilience has been considered to include the impacts of climate changes and sea level rise along Rocks Road.



The preparation of a DBC for the Project is presently underway. An extended construction duration is proposed; the specific interventions proposed have been staggered to enable planning for this route within the short (0-3 year horizon), medium (4-10 year horizon) and long (10+ years) term. Within this timeframe it is reasonable to anticipate the replacement of the RMA with alternative legislation, and the notification of new planning documents for Nelson City. Accordingly, this consenting strategy deals only with the most immediate interventions proposed being those that are currently to occur within the next 3 years plus the Rocks Road walking and cycling project.

The project delivery partners for this Project are Waka Kotahi and NCC.

The proposed route is within the NCC⁴ area. The site is located in the following rohe (Statutory Acknowledgements indicated in brackets):

- Ngāti Apa ki te Rā Tō (CMA)
- Ngāti Kuia (CMA and Maitai (Mahitahi) River and its tributaries)
- Ngāti Kōata (CMA and Maitai (Mahitahi) River)
- Ngāti Rārua (CMA and Maitai (Mahitahi) River)
- Ngāti Tama ki te Tau Ihu (CMA and Maitai (Mahitahi) River)
- Ngāti Toa Rangatira (CMA and Maitai (Mahitahi) River)
- Rangitāne o Wairau (CMA and Maitai (Mahitahi) River)
- Te Atiawa o Te Waka-a Māui (CMA and Maitai (Mahitahi) River)

⁴ Nelson is a Unitary authority, thus fulfilling both District and Regional Council functions.

3. APPROVALS REQUIRED

A detailed assessment of the specific approvals required is summarised in Table 1, and attached in greater detail in Appendix A.

The RMA approvals required for the Project are:

- An alteration to the existing designation for intersection improvements to SH6 at Tahunanui
- Resource consents from NCC for improvements in the South Nelson and Washington Valley areas
- Regional consents from NCC for the proposed reclamation along Rocks Road
- Land use / regional consents from NCC for work on sites that are contaminated, and for work in proximity to the electricity transmission lines through South Nelson

An Outline Plan of Work, or an application to waive the requirement for an Outline Plan will need to be submitted to NCC for consideration prior to construction.

Other statutory approvals potentially required for the Project are:

- Archaeological authority from Heritage New Zealand Pouhere Taonga for site works associated with all projects, noting also the presence of scheduled items, particularly along the Rocks Road/SH6 alignment
- Road stopping under the Local Government Act 1974

Further information on the statutory approvals required for each project and the planning methods considered are set out in Appendix A.

Table 1: Summary of Approvals Required

Project	Statutory approvals required	Designated?	Zone	Consents required	Notification	Other approvals	Phase
C001 Cycling Connection, South Nelson	<ul style="list-style-type: none"> Resource Management Act 1991 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil) National Environmental Standards for Electricity Transmission Activities 2009 (NEPS-ETA) Heritage New Zealand Pouhere Taonga Act 2014 Reserves Act 1977 	No	<ul style="list-style-type: none"> Road Reserve Residential Open Space and Recreation 	<ul style="list-style-type: none"> Earthworks Construction Effects Shared path within 1 metre of parked vehicles 	Unlikely	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority Reserves Act 1977 	South Nelson 0-3 years
RR009 Rat Running Interventions, South Nelson	<ul style="list-style-type: none"> Resource Management Act 1991 Local Government Act 1974 	No	<ul style="list-style-type: none"> Road Reserve Residential 	<ul style="list-style-type: none"> Construction 	Unlikely	<ul style="list-style-type: none"> Local Government Act 1974 	South Nelson 0-3 years
WC048 Railway Reserve Access Way (Tipahi Street), South Nelson	<ul style="list-style-type: none"> Resource Management Act 1991 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil) National Environmental Standards for Electricity Transmission Activities 2009 (NEPS-ETA) National Environmental Standards for Freshwater 2020 (NES-F) Heritage New Zealand Pouhere Taonga Act 2014 	No	<ul style="list-style-type: none"> Road Reserve Residential 	<ul style="list-style-type: none"> Earthworks Construction in proximity to electricity transmission lines Construction 	Unlikely	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	South Nelson 0-3 years
WC033 Intersection (Waimea Road/Franklyn Street), South Nelson	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	No	<ul style="list-style-type: none"> Road Reserve Residential 	NA	NA	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	South Nelson 0-3 years
WC038a Intersection (Motueka/Tipahi Streets), South Nelson	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	No	<ul style="list-style-type: none"> Road Reserve Residential 	<ul style="list-style-type: none"> Construction 	Unlikely	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	South Nelson 0-3 years
RR001 Rat Running Interventions, Washington Valley	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	No	<ul style="list-style-type: none"> Road Reserve Residential Suburban Commercial Inner City Fringe Industrial Open Space and Recreation Zones 	<ul style="list-style-type: none"> Construction Work in proximity to listed trees 	Possible (in respect of trees)	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Washington Valley 0-3 years
WC071 Walking and Cycling Route, Washington Valley	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	No	<ul style="list-style-type: none"> Road Reserve Residential Suburban Commercial Inner City Fringe Industrial Open Space and Recreation Zones 	<ul style="list-style-type: none"> Construction Work in proximity to listed trees Shared path within 1 metre of parked vehicles Earthworks 	Possible (in respect of trees)	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Washington Valley 0-3 years
WC054 Side Road Crossing Point (Muritai Street), Tahunanui	<ul style="list-style-type: none"> Resource Management Act 1991 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil) Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Suburban Commercial 	<ul style="list-style-type: none"> Earthworks Alteration of designation 	Unlikely	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Tahunanui Intersection Improvements 0-3 years

WC060 Intersection (Parkers Road), Tahunanui WC061a Desired Arterial Crossing Point (Tahunanui Drive/Maire Street), Tahunanui	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Residential 	<ul style="list-style-type: none"> Alteration of designation 	Unlikely	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Tahunanui Intersection Improvements 0-3 years
MISC Intersection (Tahunanui Drive/Bisley Avenue), Tahunanui	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Suburban Commercial 	NA	NA	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Tahunanui Intersection Improvements 0-3 years
WC020 Corridor widening for walking and cycling, Rocks Road	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 Marine and Coastal Area (Takutai Moana) Act 1991 	Yes	<ul style="list-style-type: none"> Road Reserve Residential 	<ul style="list-style-type: none"> Construction Reclamation Disturbance of foreshore Deposition Occupation Damming/diverting coastal water Associated discharges 	Yes	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority Marine and Coastal Area (Takutai Moana) Act 1991 - notification 	Rocks Road
WC008 Desired Arterial Crossing Point (Anchor Shipping), Rocks Road	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Suburban Commercial Industrial 	NA	No	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Rocks Road
WC009 Desired Arterial Crossing Point (Quay Building), Rocks Road	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve FEA and Contact Recreation Overlay Commercial Leisure Area 	NA	No	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Rocks Road
WC013 Desired Arterial Crossing Point (Yacht Club), Rocks Road	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Residential Open Space and Recreation 	NA	No	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Rocks Road
WC015 Desired Arterial Crossing point (Wakefield Quay), Rocks Road	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Residential FEA and Contact Recreation Overlay 	NA	No	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Rocks Road
WC021 Desired Arterial Crossing point (Richardson Street), Rocks Road	<ul style="list-style-type: none"> Resource Management Act 1991 Heritage New Zealand Pouhere Taonga Act 2014 	Yes	<ul style="list-style-type: none"> Road Reserve Residential FEA and Contact Recreation Overlay 	NA	No	<ul style="list-style-type: none"> Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority 	Rocks Road

4. STATUTORY CONTEXT AND KEY ISSUES

4.1 Statutory Context

The potentially relevant national, regional and local instruments are set out in **Appendix B**. Those of principal importance to the consenting framework for this Project are set out below:

- Legislation
 - Government Roadway Powers Act 1989
 - Heritage New Zealand Pouhere Taonga Act 2014
 - Land Transport Management Act 2003
 - Marine and Coastal Area (Takutai Moana) Act 2011
 - Resource Management Act 1991 (RMA)
- National Policy Statements
 - New Zealand Coastal Policy Statement 2010 (NZCPS)
 - National Policy Statement for Freshwater Management 2020 (NPS-FM)
 - National Policy Statement on Electricity Transmission 2008 (NPS-ET)
- National Environmental Standards
 - National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
 - National Environmental Standards for Electricity Transmission Activities 2009 (NES-ET)
- Unitary plan
 - Nelson Resource Management Plan
- Regional Plan
 - Nelson Air Quality Plan
- Iwi management plans
 - Pakohe Management Plan 2015 (Ngāti Kūia)
 - Nga Taonga Tuku Iho Ki Whakatū Management Plan 2004 (Ngāti Rarua, Rangitira, Te Atiawa, Ngāti Koata, Ngāti Tama)
 - Iwi Management Plan 2002 (Ngāti Koata)
 - Environmental Management Plan 2018 (Ngāti Tama)
- Other relevant statutory documents
 - Regional Policy Statement for Nelson City
 - Heritage New Zealand Pouhere Taonga List

Any significant issues that arise as a result of these documents are set out in Appendix B.

4.2 Key Statutory Issues

Appendix A sets out:

- the environmental legislation, national direction instruments, and local plans, and
- the planning environment (e.g. zoning, overlays, and plan changes)

which will or may apply to the project and which are relevant to the consenting strategy.

The key statutory issues which should be considered in further project development and which influence the consenting strategy are:

National policy statements and standards

- New Zealand Coastal Policy Statement 2010 (NZCPS)
- National Environmental Standards for Electricity Transmission Activities 2009 (NEPS-ET)
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil)
- National Environmental Standards for Freshwater 2020 (NES-F)

Applicable regional, district or unitary plans

- Regional Policy Statement
- Nelson Air Quality Plan
- Nelson Resource Management Plan
- Nelson Land Development Manual 2010

In addition, the Draft Whakamahere Whatkatū Nelson Plan has been released for public comment, however has not yet been released for public submissions. As it presently holds no weight, its provisions have not been relied on in the preparation of this indicative consenting strategy, however the expected inclusion of a proposed outstanding natural landscape area over part of Rocks Road has by necessity been reflected in this Strategy. Notwithstanding this, consideration should also be given to the timing of the lodgement of any applications. Once the Draft Plan has been notified, consideration of any application will require the consideration of the Plan's objectives and policies, with the rules only becoming relevant upon notification of the Council's decisions. Weighting of the provisions varies through this process as the Plan's requirements become more certain.

Appendix B sets out the key statutory issues relevant to the consideration of the projects, and provides context relevant to section 104(1)(b) considerations in respect of other planning documents of relevance, including:

- Nelson Future Development Strategy
- Connecting Te Tau Ihu (Top of the South) Regional Land Transport Plan 2021-31 (RLTP)
- Accessible Nelson-Tasman Regional Public Transport Plan 2021-31
- Heritage New Zealand Pouhere Taonga List

5. CONSENTING RISKS AND OPPORTUNITIES

The consenting risks and opportunities inform the consenting strategy and the proposed approach to securing the required statutory approvals.

5.1 Risks

The key consenting risks, and the proposed management of those, are summarised below.

Potential risk	Proposed risk management
National	
Legislative change to RMA, both to the RMA and in respect of local government structure	<ul style="list-style-type: none"> • Maintain overview of change. • Remain vigilant as changes occur. • Support the involvement of Waka Kotahi in legislative development processes as they become available (e.g. submissions to Select Committees).
Legislative change local government structure	<ul style="list-style-type: none"> • Maintain overview of change. • Remain vigilant as changes occur. • Support the involvement of Waka Kotahi in legislative development processes as they become available (e.g. submissions to Select Committees).
Continuing evolution of caselaw, which influences the interpretation of policy directives given by the relevant planning documents	<ul style="list-style-type: none"> • Maintain overview of change. • No mitigation possible, remain vigilant as changes occur.
Local	
Change to the local planning framework	<ul style="list-style-type: none"> • Support Waka Kotahi as it engages in plan-making processes as they occur.
Notification of Proposed Plan results in less certain plan framework for consideration of Project.	<ul style="list-style-type: none"> • Engage in plan-making processes as they occur. • Ensure any applications are lodged to maximise any advantage regarding uncertainty of process.
Upon its notification, the Proposed Plan contains provisions that differ substantially from those previously consulted on.	<ul style="list-style-type: none"> • Seek to lodge applications (or at least as many as possible) prior to the notification of the Proposed Plan. This is particularly relevant to critical applications where the risk to the outcome will be affected by the potential change to or uncertainty within the planning framework. • Partner with Council staff to seek no surprises upon notification of Plan.
Project specific	
Misalignment between project objectives and consent scheduling.	<ul style="list-style-type: none"> • Ensure that adequate time is scheduled in the Project's critical path to enable consenting process.
Fragmentation of project results in the broader project being subject to inconsistent conditions being applied. Lack of integration between consents issued to Waka Kotahi and NCC in respect of their respective works.	<ul style="list-style-type: none"> • Consents are lodged in a comprehensive manner. • A single application is made for all components within the same geographic area and timeframe. • An integrated set of conditions is volunteered in every application, thus ensuring visibility of the project outcomes.
Affected party approvals not obtained/ concerns with detailed design results in affected party approvals not being obtained	<ul style="list-style-type: none"> • Early engagement with affected parties. • Provide responses to affected parties, thus securing their engagement in the process.

	<ul style="list-style-type: none"> Utilise feedback received during business case preparation to frame these aspects of the Project.
The Draft Plan has indicated portions of the Rocks Road foreshore to be included within an ONL area, which will impact on consentability for this part of the Project.	<ul style="list-style-type: none"> Provide planning framework in Proposed Plan that recognises the lifeline characteristics of Rocks Road, along with the need to upgrade SH6 and to replace the sea wall along this critical infrastructure.
Policy 10 of the NZCPS requires the demonstration that reclamation is the most appropriate means to providing the additional road capacity.	<ul style="list-style-type: none"> Ensure that consent application clearly demonstrates how alternatives have been considered and tested, why the preferred option has been selected, and highlight the benefits of the project as per Policy 10(1)(d).

Additional risks to the wider project are summarised in the Risk Register.

5.2 Opportunities

Potential consenting opportunities unique to this project are.

- An opportunity for the Proposed Plan to respond to the project and provide a framework that recognises the lifeline characteristics of Rocks Road, along with the need to upgrade SH6 and to replace the sea wall along this critical infrastructure. The Proposed Plan should recognise that this work is critical to delivering on the objectives of a well-functioning urban environment as articulated in Objective 1 and Policy 1 of the NPS-UD.
- The opportunity to designate those roads not previously designated within the project area in the proposed District Plan.

More opportunities may be identified during further project development, assessment and engagement.

6. CONSENT PACKAGING AND TIMING

6.1 Packaging of Approvals

Options for the packaging and timing of the RMA approvals are:

RMA approvals

- Lodge NORs alone and seek resource consents later (as a package or in stages); or
- Lodge NOR and resource consents together as a package; or
- Submit package for full geographic extent of the project, or in stages.

Outline Plan

- Include sufficient detail within NOR to avoid later need for an Outline Plan, or submit Outline Plan later.

Other statutory approvals

- Lodge applications for other statutory approvals at same time as RMA package; or
- Earlier, or later.

For this project, the recommended approach is to recognise the four key components of this phase of the proposed works, offering a location and timing based approach to the packaging of the approval process. The four components are:

- Mode shift improvements in South Nelson;
- Washington Road safety and mode share improvements;
- Intersection improvements in Tahunanui; and
- Rocks Road improvements.

The reasons for this recommendation are:

- Consenting the packages in four separate components enables each geographic area to be dealt with separately. Each location has different environmental contexts, with differing receiving environments.
- Combining the applications enables a more integrated approach to be taken for each package, thus more readily recognising the combined environmental effects and benefits of each workstream.
- Engagement undertaken in respect of the proposed project has been on the basis of a suite of improvements, and this approach provides the public with greater visibility of the complete suite of improvements proposed for any geographic location. Packaging applications in this manner will reduce any potential reputational risk to Waka Kotahi and to the Council (noting that for some of the packages, the work is entirely on the local road network), given the visibility of the entire package within each application.
- Because the consent authority for almost all resource consents and designations is NCC, this approach enables greater visibility as to the scope of approvals sought to the consent authority. Similarly, this alignment offers an opportunity to Waka Kotahi to prepare a single AEE for each of the four components, providing a suitably detailed understanding to the unitary authority.
- This approach recognises and provides the ability to stage the projects associated with the wider proposal, and provides an opportunity for remaining projects to proceed should any aspect be appealed to the Environment Court.
- NCC is expected to publicly notify its proposed District Plan next year, and this approach would enable some of the smaller scale projects that comprise the proposal to be considered within a more certain plan framework.

- The approvals sought are distinct and succinct on a location basis. Packaging applications for approval in this manner will reduce any risk to less contested aspects of the project while providing a clear overview of the nature of the works proposed in any one location.
- The most contentious package of applications is that relating to Rocks Road. It is anticipated that this package will be publicly notified, and packaging the applications in this manner enable the determination of the other, less substantial works in the absence of the Rocks Road proposal, thus enabling progress to be made on achieving project objectives from an early stage.
- Packaging applications in this manner enables a piecemeal approach to be taken to the design components of the works in any geographical area, and can provide for multiple contracts for each component of the works if that is preferred.
- Offers opportunities for greater integration of consent conditions across each suite of works.

6.2 Lapse and Expiry Dates

Designation lapse date

Designations apply only to those works along SH6. The works located in the Washington Valley and in South Nelson are not covered by existing designations. No lapse date is required for the works along SH6, as the designation has previously been given effect.

The proposed reclamation along Rocks Road is located within the coastal marine area, and thus a designation cannot be relied upon for this work⁵.

Resource consent lapse dates and duration

The nature of the resource consents required for Washington Valley and South Nelson are largely confined to the construction effects of the proposed work. Given this narrow scope, it is recommended that the standard lapse date of five years is proposed in the resource consent applications for these projects. This recognises the discrete nature of these works, and the anticipated short construction timeframe that will be required for the specific works.

The proposed reclamation along Rocks Road is anticipated to be more contentious than the works in Washington Valley and South Nelson and are also expected to have a significantly longer construction period. Accordingly, a duration of 10 years is proposed for the construction related resource consents for this project. Those activities that require long term operational consents (including stormwater discharges and the occupation of the CMA) should seek consents for a longer timeframe; the maximum duration of 35 years should be sought for these consents.

6.3 Notification

This Strategy covers four distinct areas of work, each with specific characteristics and consenting requirements, which will in turn inform the likelihood of notification of require applications. In the absence of specific application plans, it is not possible to come to a view as to specific parties that may be potentially affected by the projects, however the discussion below provide oversight as to the approach NCC may seek to take in respect of these matters.

South Nelson

The works proposed in South Nelson are not contained within designations, and consents will be required for effects that are primarily related to construction (earthworks, proximity to transmission lines and contaminated sites). The proximity of the shared path to parked vehicles is considered unlikely to require any specific engagement with affected parties, however heritage and reserve requirements should also be considered..

⁵ Designations apply only to land contained within a district. Due to the reclamation occurring below mean high water springs, the work is not included within the Nelson District.

The construction methodology selected will inform the likelihood of these consents requiring consultation and/or notification with adjacent property owners and/or occupiers. Particular regard should be had to any occupation of land that is necessary to enable the construction of the project.

Washington Valley

As for the South Nelson works, the works proposed in Washington Valley are not contained within designations. Resource consents will be required for activities that include construction, work in proximity to scheduled trees, a shared path being located within 1 metre of parked vehicles, and earthworks.

As set out above for South Nelson, the construction methodology selected will inform the likelihood of the construction related consents requiring consultation and/or notification with adjacent property owners and/or occupiers. Particular regard should be had to any occupation necessary to enable the construction of the project.

The proximity of the shared path to parked vehicles is considered unlikely to require any specific engagement with affected parties.

Impacts on scheduled trees are expected to be more contentious and should the affected tree(s) provide a greater amenity benefit, it is foreseeable that the Council could seek to notify applications for activities that could impact on these trees.

Tahunanui Intersection Improvements

Aside from the improvements to Tahunanui Drive at Bisley Avenue, the intersection improvements at Tahunanui are mostly within the existing designation for SH6. Minor alterations of the designation may be required, however the changes necessary and the works proposed are considered to be suitably minor to avoid a requirement for public notification.

Rocks Road

In large part, the works proposed on Rocks Road are within the existing designation for SH6, and it is considered that the changes proposed will not attract significant interest. Notwithstanding this, the proposed reclamation that forms a part of Project WC020 is expected to create substantial interest, given the heritage values of the area, and the potential for impacts on the coastal marine area. This aspect of the Project is considered certain to attract a requirement for public notification.

7. RMA APPROVALS PATHWAY

The Consenting Approvals and Pathways Guide 2021 summarises the different RMA approvals pathways and sets out the relative advantages and disadvantages of these.

The pathway options which are relevant for this Project are:

- Council pathway – lodge with council; then (if required) notification and council hearing; and (if required), follow to Environment Court if decisions are appealed.
- Direct referral – lodge with council; notification; then request direct referral to the Environment Court (s87D RMA) – requires the agreement of the relevant council, and the request for direct referral must be made in the period between lodgement and five days after submissions close.
- Board of Inquiry or Environment Court – lodge with EPA (s145 RMA) requesting consideration as, or as part of, a proposal of national significance and referral to a BOI or Environment Court for a decision.
- Expert Consenting Panel – request Minister for the Environment approval for the project to be considered under the COVID-19 Recovery (Fast-track Consenting) Act 2020, then lodge with EPA as a referred project for consideration by an Expert Consenting Panel. This option only applies until July 2022 when the Act is repealed.

For this project, the recommended RMA approval pathway is via the Council pathway (except possibly in relation to the widening of Rocks Road – Project WC020).

The reasons for this are:

- In broad terms, the issues raised by the project are not unusual, are comparatively simple and are unlikely to be contentious (with the possible exception of the proposed reclamation, which is expected to be the subject of a notified application). Due to Nelson being a Unitary Authority, the number of regulatory agencies involved in the consideration of the Projects is limited. Using this approach means that the Environment Court process remains available to Waka Kotahi in the event that the Council's decision does not accord with the expectations of Waka Kotahi. This approach will also ensure continued community engagement in the Projects.
- The direct referral of these Projects has been discounted (except for Rocks Road – WC020) because the subject matter of the projects is such that a simpler consenting approach can be relied upon. Direct referral can also have the effect of protracting the consenting process, and discouraging public involvement in the decision making process.
- Consideration should be given to the Rocks Project (WC020) being advanced by way of Direct Referral to the Environment Court. This is on the basis that appeals to any NCC decision on the applications required for reclamations and other works in the CMA are almost certain due to anticipated strong opposition from some sectors of the community.
- Reference to the Board of Inquiry or Environment Court has been discounted for similar reasons. Further, the Project is unlikely to meet the threshold for it to be considered a matter of national significance within the context of section 142 of the RMA, although it is noted that the Project is likely to result in transport outcomes that benefit both the Nelson and Tasman districts (s142(3)(a)(ix)).
- The anticipated timeframe for the consenting of these Projects does not align with the Fast-track Consenting Act, which will be repealed in 2022. As such this is not considered a consenting pathway available to these projects. Should consenting be accelerated to rely on the Fast-track Consenting Act, it is unlikely that continued meaningful engagement could occur with stakeholders (including iwi) that have previously been highly engaged in the process.

Given that project definition remains ongoing with the business case process continuing and, given the uncertainties in respect of the regulatory environment that will be present at the time any applications are made, it will be appropriate to review the consenting pathway selected for the

Projects. These uncertainties may mean that a different scope of work or expertise will be required.

8. ASSESSMENT OF ALTERNATIVES

8.1 Assessment to Date

This work stream commenced with the Southern Links proposal in 2004, which was ultimately refused consent by the Environment Court. 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. This planning, which has included the release of a Future Development Strategy jointly prepared by NCC and TDC will continue with the notification of the Proposed Nelson Plan, and this Plan is anticipated to have a significant influence on the consideration of the project.

On this basis, 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 (MCA) 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.

Waka Kotahi and 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.

In summary, the process involved the identification of a long list of options, which was then refined to a short list of seven through the business case process. An MCA approach was utilised to refine the options, alongside face to face meetings with specialists and the public, a challenge session, and Project Reference Group meetings where the specific community objectives were agreed by Group members.

The range of options considered included:

- 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)
- 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 using the Railway Reserve (includes Package 2 interventions)
- Package 5A – New State highway route using the Railway Reserve with cut and cover at Toi Toi intersection (includes Package 2 interventions)
- Package 5Ab – New route (no freight) using the Railway Reserve 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 using the Railway Reserve (does not include Package 2 interventions)

- Package 5Ba – New State highway route using the Railway Reserve with cut and cover at Toi Toi intersection (does not include Package 2 interventions)
- Package 5BaB – New route (no freight) using the Railway Reserve with cut and cover at Toi Toi intersection for priority traffic (bus and T3), does not include Package 2 interventions.

The proposed project was identified as the preferred option because it offers:

- Better journeys for all – the Project will encourage more people to walk, cycle, take buses and share a ride, meaning that traffic flow will be better managed and journey times will be maintained or improved even as Nelson grows.
- Safer streets – the Project improves safety across the Nelson transport network by proposing intersection improvements, safe crossing points, lower speeds and traffic calming on selected roads.
- Resilience – the Project is resilient, and takes into account current climate change forecasts and is designed to be fit for purpose for at least the next 30 years.

8.2 Further Assessment Required

As set out in Appendix A, authorisations required for these works fall into a range of categories, as set out below.

South Nelson

The South Nelson works will require authorisation, likely by way of a resource consent. Section 88 and Schedule 4 Cl 6 RMA require an assessment of alternative locations or methods for any resource consent activities which might have significant adverse effects. The magnitude of any effects resulting from the South Nelson works are considered likely to be less than minor, and thus an assessment of alternatives is not required. Notwithstanding this, good practice suggests the inclusion of a discussion of alternatives in this circumstance, and it is considered that the work completed to date, including the multi modal Network Operating Framework, is sufficient to enable such a discussion.

Washington Valley

Like the South Nelson works, the Washington Valley works are expected to require resource consent. Due to the lack of definition of these projects at this stage, it is not possible to fully scope the resource consents required, particularly with respect to impacts on listed trees. It is recommended that during detailed design some consideration is given to alternatives in respect of this aspect of the works. In this instance, it is foreseeable that the provisions of Section 88 and Schedule 4 Cl 6 RMA will need to be satisfied.

Tahunanui Intersection Improvements

The intersection improvements at Tahunanui are partially located within existing designations, however it may be considered necessary for the minor alteration of the boundary of the designation to be sought in two locations. While a broad-brush assessment of alternatives has been undertaken in respect of the wider proposal, a fine grain assessment has not been completed with respect to the impact of the proposed works on the intersections impacted. Accordingly, additional assessment of alternatives will be required in respect of this aspect of the works to satisfy the provisions of Form 9 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003.

Rocks Road

Most of the works proposed on Rocks Road will occur within the existing designation for SH6, and thus no assessment of alternatives will be required for those aspects of the project.

The reclamation proposed for corridor widening is the exception, and this resource consent application may be considered to have adverse effects that are greater than minor. As such, an assessment of alternatives will be necessary to satisfy the requirements of Section 88 and Schedule 4 Cl 6 RMA.

9. SOCIAL, CULTURAL, NATURAL AND BUILT ENVIRONMENT

9.1 Environmental and Social Responsibility Screen

An Environmental and Social Responsibility Screen (ESR Screen) has been undertaken for the project and is included in Appendix C.

9.2 Summary of Effects

The following work has been undertaken to date to identify or assess potential effects of the project:

- ESR Screen completed as part of the business case phase
- Technical assessment reports, including those focussed on resilience, property, air quality, ecological effects, safety, archaeology and heritage, cultural impacts, and noise and vibration. Further reporting in respect of these matters will also be required to support the specific Project design selected.
- MCA workshops
- Stakeholder and community engagement

A summary of potential effects identified for each project to date is set out in the table below.

Project	Topic	Summary/Key Considerations
C001 Cycling Connection, South Nelson	Land use Property Infrastructure - Transport - Utilities Cultural and historic heritage - Archaeological sites - Notable trees Human health - Air quality - Noise and vibration - Contaminated land Social and economic - Community facilities - Accessibility	<ul style="list-style-type: none"> • Changes to kerbside parking • Changes to road layout/safety • Effects on electricity transmission • Impacts on park access • Potential for archaeological finds • Disturbance of contaminated site • Construction effects, in particular the accessibility of Nelson Hospital, noise, vibration and dust • Property access during construction
RR009 Rat Running Interventions, South Nelson	Infrastructure - Transport Cultural and historic heritage - Archaeological sites Human health - Air quality - Noise and vibration - Contaminated land Social and economic - Community facilities - Accessibility	<ul style="list-style-type: none"> • Changes to kerbside parking • Changes to road layout/safety • Potential for archaeological finds • Disturbance of contaminated site • Construction effects, in particular the accessibility of Nelson Hospital, noise, vibration and dust • Property access during construction
WC048 Railway Reserve Access Way (Tipahi Street), South Nelson	Infrastructure - Transport - Utilities Natural Environment - Ground conditions Cultural and historic heritage - Archaeological sites	<ul style="list-style-type: none"> • Changes to road layout/safety • Effects on electricity transmission • Potential for archaeological finds • Disturbance of contaminated site • Construction effects, in particular noise, vibration and dust

	<p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration - Contaminated land 	
WC033 Intersection (Waimea Road/Franklyn Street), South Nelson	No consents required	
WC038a Intersection (Motueka/Tipahi Streets), South Nelson	<p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites <p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration <p>Social and economic</p> <ul style="list-style-type: none"> - Community facilities - Accessibility 	<ul style="list-style-type: none"> • Changes to road layout/safety • Potential for archaeological finds • Construction effects, in particular the accessibility of Nelson Hospital, noise, vibration and dust • Property access during construction
RR001 Rat Running Interventions, Washington Valley	<p>Land use</p> <p>Property</p> <p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Natural Environment</p> <ul style="list-style-type: none"> - Ground and surface water - Natural hazards <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites - Notable trees <p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration <p>Social and economic</p> <ul style="list-style-type: none"> - Community facilities - Accessibility <p>Climate change and resilience</p>	<ul style="list-style-type: none"> • Use of and access to Pioneers Park • Changes to kerbside parking • Changes to road layout/safety • Impacts on Flood Inundation overlay • Potential for archaeological finds • Impacts on scheduled trees • Construction effects, in particular noise, vibration and dust • Property access during construction
WC071 Walking and Cycling Route, Washington Valley	<p>Land use</p> <p>Property</p> <p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Natural Environment</p> <ul style="list-style-type: none"> - Ground and surface water - Natural hazards <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites - Notable trees <p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration <p>Social and economic</p> <ul style="list-style-type: none"> - Community facilities - Accessibility <p>Climate change and resilience</p>	<ul style="list-style-type: none"> • Use of and access to Pioneers Park • Changes to kerbside parking • Changes to road layout/safety • Impacts on Flood Inundation overlay • Earthworks • Potential for archaeological finds • Impacts on scheduled trees • Construction effects, in particular noise, vibration and dust • Property access during construction
WC054 Side Road Crossing Point (Muritai Street), Tahunanui	<p>Land use</p> <p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites <p>Human health</p> <ul style="list-style-type: none"> - Air quality 	<ul style="list-style-type: none"> • Changes to kerbside parking • Changes to road layout/safety • Potential for archaeological finds • Disturbance of contaminated site • Construction effects, in particular noise, vibration and dust

	<ul style="list-style-type: none"> - Contaminated land Noise and vibration Social and economic - Accessibility 	<ul style="list-style-type: none"> • Construction impacts on commercial activity • Property access during construction
WC060 Intersection (Parkers Road), Tahunanui WC061a Desired Arterial Crossing Point (Tahunanui Drive/Maire Street), Tahunanui	<p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites <p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration 	<ul style="list-style-type: none"> • Changes to kerbside parking • Changes to road layout/safety • Potential for archaeological finds • Construction effects, in particular noise, vibration and dust • Property access during construction
MISC Intersection (Tahunanui Drive/Bisley Avenue), Tahunanui	No consents required	
WC020 Corridor widening for walking and cycling, Rocks Road	<p>Land use</p> <p>Property</p> <p>Infrastructure</p> <ul style="list-style-type: none"> - Transport - Reserves <p>Natural Environment</p> <ul style="list-style-type: none"> - Ground conditions - Outstanding / significant natural features and landscapes - CMA - Natural hazards <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Sites and values of significance to iwi - Archaeological sites - Heritage buildings or structures - Notable trees <p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration <p>Social and economic</p> <ul style="list-style-type: none"> - Community facilities - Accessibility <p>Climate change and resilience</p>	<ul style="list-style-type: none"> • Clarification of sea bed ownership • Effects on the ONL • Changes to road layout/safety • Construction traffic management, access to properties • Earthworks effects in respect of Land Management Overlay • Impacts on Heritage Woodland • Potential for archaeological finds • Cultural effects - adjacent Kainga site • Impacts on scheduled heritage items • Potential impact on scheduled tree • Construction impacts on adjoining activities (including woodland area) • Construction effects, in particular noise, vibration, dust, discharges
WC008 Desired Arterial Crossing Point (Anchor Shipping), Rocks Road	<p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites - Heritage buildings or structures <p>Human health</p> <ul style="list-style-type: none"> - Air quality - Noise and vibration <p>Social and economic</p> <ul style="list-style-type: none"> - Accessibility 	<ul style="list-style-type: none"> • Changes to road layout/safety • Potential for archaeological finds • Impacts on scheduled heritage items • Construction impacts on commercial activity • Construction traffic management • Construction effects, in particular noise, vibration and dust • Property access during construction
WC009 Desired Arterial Crossing Point (Quay Building), Rocks Road	<p>Infrastructure</p> <ul style="list-style-type: none"> - Transport <p>Cultural and historic heritage</p> <ul style="list-style-type: none"> - Archaeological sites 	<ul style="list-style-type: none"> • Changes to road layout/safety • Construction traffic management • Potential for archaeological finds • Impacts on scheduled heritage items

	<ul style="list-style-type: none"> - Heritage buildings or structures Human health - Air quality - Noise and vibration Social and economic - Accessibility 	<ul style="list-style-type: none"> • Construction impacts on commercial activity • Construction effects, in particular noise, vibration and dust • Property access during construction
WC013 Desired Arterial Crossing Point (Yacht Club), Rocks Road	<ul style="list-style-type: none"> Land Use Infrastructure - Transport - Reserves Natural Environment - Ground conditions Cultural and historic heritage - Archaeological sites Human health - Air quality - Noise and vibration Social and economic - Community facilities - Accessibility 	<ul style="list-style-type: none"> • Amenity effects on Wakefield Quay Precinct • Changes to road layout/safety • Construction traffic management • Earthworks effects in respect of Land Management Overlay • Potential for archaeological finds • Construction impacts on adjoining activities • Construction effects, in particular noise, vibration and dust • Access (including to recreation reserve) during construction
WC015 Desired Arterial Crossing point (Wakefield Quay), Rocks Road	<ul style="list-style-type: none"> Land Use Infrastructure - Transport - Reserves Natural Environment - Ground conditions Cultural and historic heritage - Archaeological sites Human health - Air quality - Noise and vibration Social and economic - Community facilities - Accessibility 	<ul style="list-style-type: none"> • Amenity effects on Wakefield Quay Precinct • Changes to road layout/safety • Construction traffic management • Earthworks effects in respect of Land Management Overlay • Potential for archaeological finds • Construction impacts on adjoining activities • Construction effects, in particular noise, vibration and dust
WC021 Desired Arterial Crossing point (Richardson Street), Rocks Road	<ul style="list-style-type: none"> Property Infrastructure - Transport - Reserves Natural Environment - Ecological areas, biodiversity, habitats Cultural and historic heritage - Sites and values of significance to iwi - Archaeological sites - Heritage buildings or structures - Notable trees Human health - Air quality - Noise and vibration Social and economic - Community facilities - Accessibility 	<ul style="list-style-type: none"> • Clarification of land ownership • Changes to road layout/safety • Construction traffic management • Earthworks effects in respect of Land Management Overlay • Impacts on Heritage Woodland • Potential for archaeological finds • Cultural effects - adjacent Kainga site • Impacts on scheduled heritage items • Potential impact on scheduled tree • Construction impacts on adjoining activities (including woodland area) • Construction effects, in particular noise, vibration and dust

9.3 Technical Assessments

The assessment of effects undertaken to date and the key issues identified are summarised above. The following table lists the further technical assessment that will be required in support of RMA and other statutory approvals. The table notes which assessments will be presented in technical reports to be included as part of the application package, and which inform project development and the AEE, but may not need to be included with the application package.

Assessment topic	Supports			[Scope / Notes]
	Consent application	NOR	Other statutory application	
Air Quality	All			
Alternatives	RR001 WC071 WC020 Others as required	WC054 WC060		
Arboriculture	C001 RR001 WC071 WC020		WC021	
Climate Change and Resilience	RR001 WC071 WC020			
Coastal Processes	WC020			
Contaminated Land	C001 RR009 WC048			
Cultural Values	WC020		WC020 WC021	Impacts on Kainga
Ecology (Terrestrial, Freshwater, Marine)	WC020		WC021	
Economic Effects	RR001 WC071 WC020	WC054	WC008 WC009	
Geotechnical	WC005 WC071 WC020		WC013 WC015 WC021	
Historic Heritage (Archaeology)	All	All	All	
Historic Heritage (Built Heritage)	WC020		WC008 WC009 WC021	
Hydrology / hydrogeology	RR001 WC071			
Landscape and Visual	C001 RR001 WC071 WC020		WC013 WC015	
Noise and Vibration – Construction	All	All	All	
Property and access to properties	All	All	All	
Recreation	C001 RR001 WC071		RR001 C001 WC071	
Social Impact	C001 RR001 WC071		RR001 C001 WC071	

Stormwater Management (Construction Water / Erosion and Sediment Control)	All	All	All	
Transport – Construction and Operation	All	All	All	

In summary, a number of specialist technical assessments will be required. Most of the projects will require a “business as usual” approach, and should be designed in a manner to carefully manage environmental effects. Provided this is the case, it is unlikely that any issues will arise, and it is realistic to anticipate that these projects will be considered on a non-notified basis.

The proposed reclamation alongside Rocks Road/SH6 is expected to be more contentious, and we consider it likely to receive strong opposition, submissions in opposition, and appeals to the Environment Court. On this basis, we have recommended that direct referral of this project is considered. The following investigations will be required to advance this project to a level suitable for consideration:

- Cultural assessment, including specific consideration of Māori values.
- Landscape and visual effects assessment, with particular regard to the outstanding natural landscape area.
- Marine and aquatic ecology, with particular regard to both construction effects and the occupation of the coastal marine area.
- Heritage, noting the impact of the project on heritage values throughout this portion of the route. The preparation of a high level heritage assessment is underway, and it is anticipated that its outcomes will provide additional understanding of the heritage impacts of the proposal.
- Coastal processes, with particular regard to the effects of climate change.
- Preliminary design and construction methodology, to provide some context to how the project will be constructed.
- Mitigation strategy, which provides oversight of how effects on the coastal marine area will be avoided, remedied or mitigated, and which may also provide detail as to the use of any offsetting or environmental compensation tools in relation to these effects.

Finally, clear documentation of the alternative options considered will also be required in respect of this project.

Significant work has already been undertaken in respect of the values of the area. The next stage of the design work will need to inform the preparation of the assessment of environmental effects of the specific works proposed. This will need to include the consideration of alternatives, both to the wider project and its delivery.

9.4 Key Mitigation Areas

On the basis of the design completed to date, most of the projects are unlikely to result in any potential adverse effects that require mitigation as part of ongoing project development, during implementation, or once operational.

Project WC020 (the Rocks Road reclamation) may result in a requirement for additional mitigation measures, particularly in respect of the provision of access between the SH6 Rocks Road corridor, and the coastal marine area, however these are expected to be business-as-usual type measures. Should the reclamation result in a need to relocate any structures or buildings (in particular heritage structures and buildings), this more substantive mitigation should be included as the design progresses.

10. PROJECT IMPLEMENTATION

10.1 Flexibility for Design and Construction

Many of the anticipated effects of the specific projects are inter-related, and a co-design approach during pre-implementation phases will be essential in balancing project outcomes and environmental effects. Continuous conferencing between experts enables this, and experience to date with this project also indicates that the involvement of affected parties in this approach also enables a no surprises approach. Such an approach is timesaving and offers the benefits of early notice of any effects that may be of concern within the receiving environment, and maintains momentum that the project has built through its engagement with the community during project development phases to date.

10.2 Conditions

State Highway 6 Alignment

The SH6 alignment is recorded as designated (DTR4) in the NRMP, and DTR1 and DTR 3 also occupy small areas on the alignment. The purpose of these designations are recorded as:

- State Highway purposes - 643 Rocks Road and off Bisley Walk and Tahunanui Drive
- State Highway purposes (adjacent to Rocks Road north of Magazine Point)
- State Highway purposes - All those parts of State Highway 6 identified on the location map in the Planning Maps

The NRMP does not specify any conditions attaching to this section of the designation⁶.

The designation is suitably robust to enable the works proposed within the SH6 road corridor between Haven Road and Maire Street. Minor alterations to the designation boundaries are required to enable the proposed intersection improvements on the southern portion of the route. The existing designation for this portion of the network does not result in any matters of concern.

State Highway 6 Reclamation

Consent applications for the proposed reclamation along Rocks Road SH6 should volunteer draft conditions to ensure that parties fully understand the nature of the proposal. Such draft conditions of consent should be thoroughly refined in the detailed design phase (and should thus be subject to consideration under the consenting strategy that occurs during that stage of the Project). From a broad-brush approach, the following matters may be appropriate consent conditions within this context:

- Location of public access to coastal marine area.
- Protection and reinstatement of archaeological and/or heritage sites.
- Landscaping and planting.
- Crossing locations and designs for the shared path.
- Design and appearance of reclamation.
- Mitigation of impacts on marine ecology and coastal processes.
- Erosion and sediment control.
- Construction methodology.

Works on Local Roads

Those projects on local roads are “owned” by NCC. As is the case for the resource consent application for the SH6 reclamation, draft resource consent conditions should be prepared and included with the resource consent application. Conditions may focus on aspects such as:

- Construction methodology.
- Access design and provision (including during construction works).
- Use of reserve areas.

⁶ The only condition relates to the Rai Saddle realignment and associated activities.

- Erosion and sediment control.
- Protection and reinstatement of archaeological and/or heritage sites.
- Landscaping and planting.
- Crossing locations and designs.
- Design and appearance of all street furniture, alongside the shared paths proposed.
- Construction noise mitigation and management.
- Disposal of contaminated material.
- Management of impacts on electricity transmission infrastructure.

11. PROJECT INTEGRATION

The programme represents an integrated approach to providing greater modal choice in the wider Nelson area. Waka Kotahi has developed the programme in collaboration with NCC, and substantial public and community engagement has been on-going for the duration of the project. As such, this programme encompasses the local and state highway road networks, and is therefore considered to be suitably integrated with the wider transportation network.

12. KEY ACTIONS

12.1 Nelson South

The next phases of the works relating to the Nelson South projects include:

- Project-specific engagement through design with iwi, project partners, stakeholders and regulatory authorities
- Alternatives assessment
- Finalise nature and plans of works proposed
- Review Consenting Strategy in light of updated proposals
- Prepare:
 - Technical assessment reports
 - AEE
 - Resource consent conditions
- NCC and Waka Kotahi review of draft application documents
- Lodge resource consent applications
- Statutory process
- Resource consents approved
- Appeal phase
- Implement pre-construction condition requirements
- Construction starts

12.2 Washington Valley

The next phases of the works relating to the Washington Valley projects include:

- Engagement with iwi, project partners, stakeholders and regulatory authorities
- Alternatives assessment
- Finalise nature and plans of works proposed
- Review Consenting Strategy in light of updated proposals
- Prepare:
 - Technical assessment reports
 - AEE
 - Resource consent conditions
- NCC and Waka Kotahi review of draft application documents
- Lodge resource consent applications
- Statutory process
- Resource consents approved
- Appeal phase
- Implement pre-construction condition requirements
- Construction starts

12.3 Tahunanui Intersection Improvements

The next phases of the works relating to the Tahunanui Intersection Improvements include:

- Engagement with iwi, project partners, stakeholders and regulatory authorities
- Finalise nature and plans of works proposed
- Review Consenting Strategy in light of updated proposals
- Vary designation boundaries as required (under section 181 of RMA); process should include an application to waive outline plan requirements
- Prepare Outline Plan as required
- Waka Kotahi review of draft Outline Plan documents
- Submission of Outline Plan
- Statutory process
- Appeal phase
- Implement pre-construction condition requirements

- Construction starts

12.4 Rocks Road/Wakefield Quay Projects

The next phases of the works relating to the Rocks Road/Wakefield Quay projects include:

- Engagement with iwi, project partners, stakeholders and regulatory authorities
- Alternatives assessment
- Finalise nature and plans of works proposed
- Review Consenting Strategy in light of updated proposals
- Baseline monitoring and assessments as required
- Prepare:
 - Technical assessment reports
 - AEE
 - Resource consent conditions
- Lodge resource consent applications
- Statutory process
- Appeal phase
- Prepare Outline Plan
- Waka Kotahi review of draft Outline Plan documents
- Submission of Outline Plans as required
- Implement pre-construction condition requirements
- Construction starts

APPENDIX A

Project Specific Requirements

C001 Cycling Route

Project Summary	
Location:	Cycling Connection from Waimea Road/Hampden Street via Broadfields to Railway Reserve Route
Intervention Types:	Widen existing footpath on south side of Hampden up to Kawai St to create shared path; utilise verge on west side of Kawai to Franklyn as a shared path; reduce lane widths on Franklyn and transfer to footpath on south side of Franklyn as a separated cycle path and separated footpath if room allows or 3.5m shared path if not; remove parking on east side of Tipahi and install separated cycle path and separate footpath to AustRoad standards. Install shared path from Tipahi to Railway Reserve. Install traffic signalised intersection at Motueka/Tipahi.
Owner:	Nelson City Council
Approvals Required:	<p>Statutory approvals will or will likely be required for the project under the following environmental legislation and standards:</p> <ul style="list-style-type: none"> • Resource Management Act 1991 • National Environmental Standards for Electricity Transmission Activities 2009 (NEPS-ETA) • National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil) • Heritage New Zealand Pouhere Taonga Act 2014 • Reserves Act 1977

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location.

In large part, the works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary. It is noted that resource consent is required for construction noise associated with the proposed works.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

Land use consents can be sought for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential and Open Space and Recreation Zones, as shown below in pale yellow and mid green respectively.

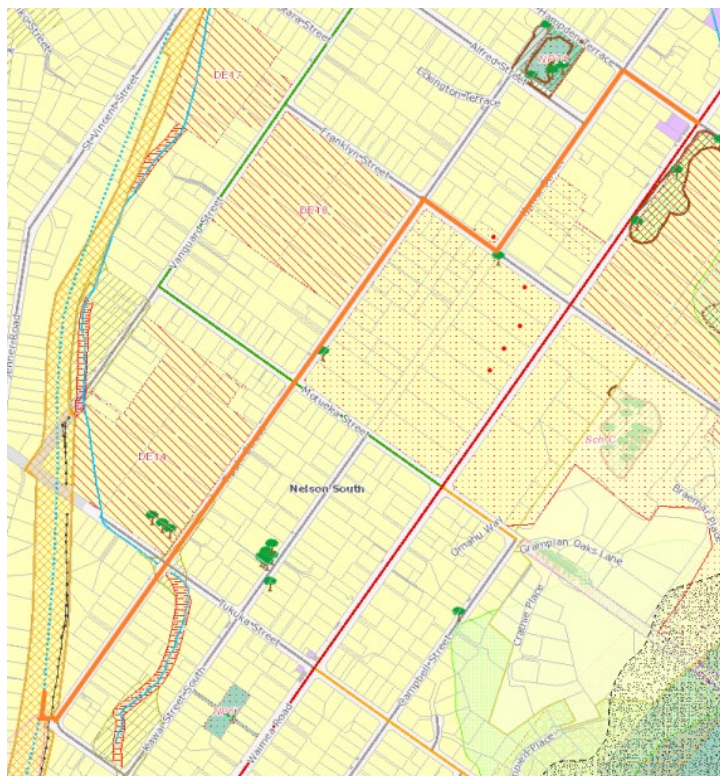


Figure 1: Proposed route for project C001. Red hatched areas indicate designations, red dots indicate scheduled items.

The following annotations are also relevant to this route:

- The site of Nelson Hospital is included in Schedule C to the Residential Zone.
- Nelson Intermediate School and Early Childhood Facility, and the Nelson College Playing Fields are designated.
- The Plan shows an annotation for a proposed new road on the Railway Reserve.
- Electrical transmission lines (33kV) run along the southern side of the Railway Reserve.
- A Land Management Overlay extends to the south of the intersection of Tipahi Street and the Railway Reserve.
- Tipahi Street crosses York Stream at its intersection with Tukaka Street.

The key activities that are assumed for this Project include:

- Re-marking of lines on Hampden, Kawai, Franklyn and Tipahi Streets.
- Changes to parking arrangements.
- Installation of a 4.0 metre shared path between Waimea Road and the intersection of Tipahi Street with the Railway Reserve.
- Removal of verge on Kawai Street between Hampden and Franklyn Streets.
- Footpath widening on Hampden Street between Waimea Road and Kawai Street.
- Relocating footpath to the south side of Franklyn Street between Kawai and Tipahi Streets.

- Construction activities, including occupation (as yet undefined), vegetation clearance, noise, and vibration.
- Closure of Hampden Street and formation of a cul de sac

All works are understood to be within road reserve, and it is assumed that no further work will be required in respect of the crossing of York Stream.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (1)	Earthworks on a contaminated site (Railway Reserve, and potentially also for batters on the Hospital site)		NCC
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC
Land use consent	Section 9 (3)	Shared path located within 1 metre of parked vehicles	Discretionary	NCC

Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

RR009 Rat Running Interventions

Project Summary	
Location:	Tipahi Street based on mode shift. Permanent works following Innovating Streets trial.
Intervention Types:	Speed humps, chicanes, double cul de sac with walking and cycling provided.
Owner:	Nelson City Council
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">• Resource Management Act 1991• Local Government Act 1974

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location.

In large part, the works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

Land use consents can be sought for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for this work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential Zone, as shown below in pale yellow.

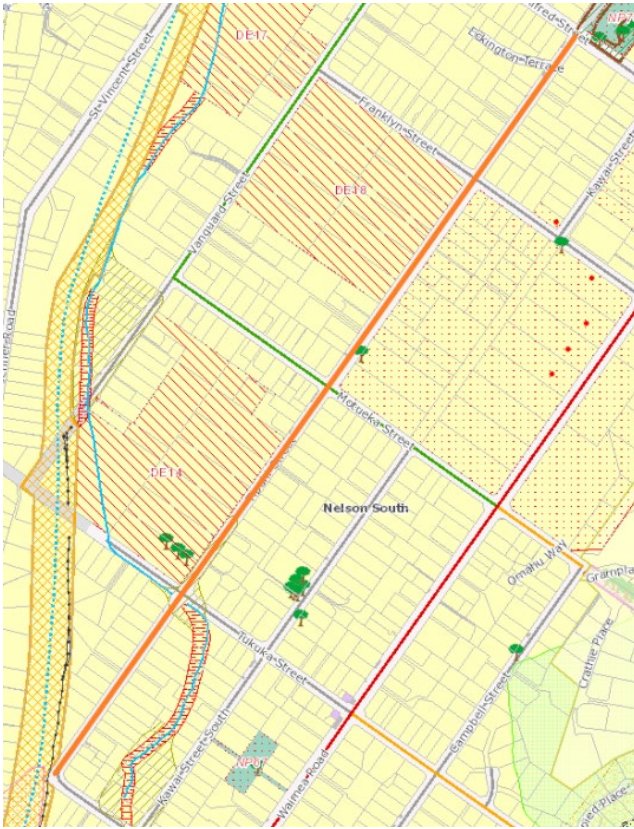


Figure 2: Proposed route for project RR009. Red hatched areas indicate designations, red dots indicate scheduled items and heritage listings.

The following annotations are also relevant to this route:

- Nelson Intermediate School and Early Childhood Facility, and the Nelson College Playing Fields are designated.
- The Plan shows an annotation for a proposed new road on the Railway Reserve.
- Electrical transmission lines (33kV) run along the southern side of the Railway Reserve.
- A Land Management Overlay extends to the south of the intersection of Tipahi Street and the Railway Reserve.
- Tipahi Street crosses York Stream at its intersection with Tukaka Street.

The key activities that are assumed for this Project include:

- Re-marking of Tipahi Street.
- Installation of street furniture to provide chicanes on Tipahi Street.
- Installation of speed humps to reduce speeds on Tipahi Street.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve, and it is assumed that no further work will be required in respect of the crossing of York Stream.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC

Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b)))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Local Government Act 1974 – Potentially road stopping in respect of the closure of the southern end of Hampden Street, however extent of stopping yet to be defined presently.

WC048 Railway Reserve Access Way

Project Summary	
Location:	Tipahi Street Railway Reserve Accessway
Intervention Types:	Widen existing route and upgrade surface and lighting.
Owner:	Nelson City Council
Approvals Required:	<p>Statutory approvals will or will likely be required for the project under the following environmental legislation and standards:</p> <ul style="list-style-type: none">• Resource Management Act 1991• National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil)• National Environmental Standards for Electricity Transmission Activities 2009 (NEPS-ETA)• Heritage New Zealand Pouhere Taonga Act 2014

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location, however the Railway Reserve is shown in the NRMP as a proposed road.

In large part, the works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary. It is noted that resource consent is required for construction noise associated with the proposed works.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

Land use consents can be sought for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential as shown below in pale yellow.

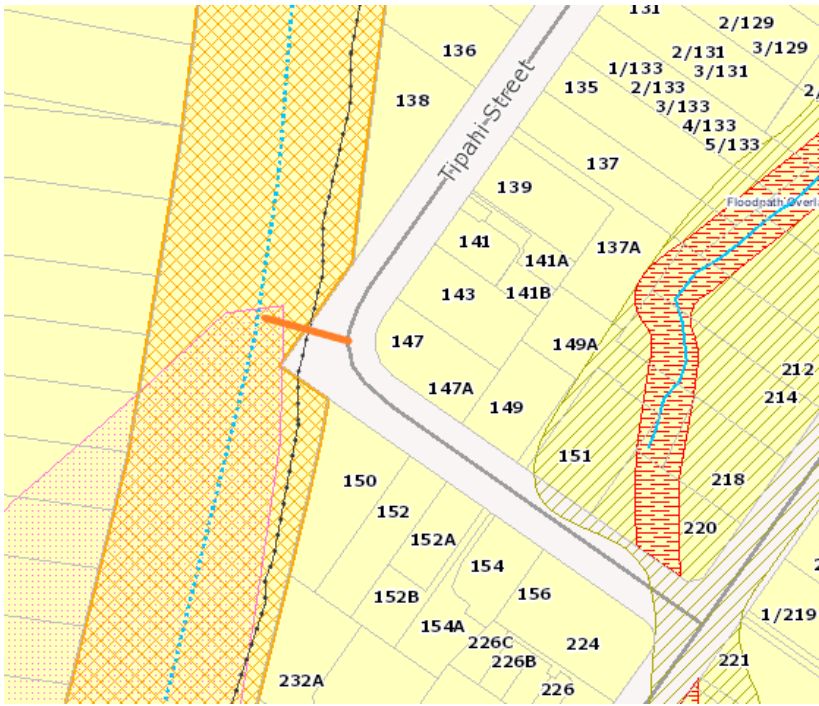


Figure 5: Proposed area of project WC044. Red hatched areas indicate designations, and the orange hatched area indicates proposed road.

The following annotations are also relevant to this route:

- Nelson Intermediate School and Early Childhood Facility is designated.
- The Plan shows an annotation for a proposed new road on the Railway Reserve.
- Electrical transmission lines (33kV) run along the southern side of the Railway Reserve.
- A Land Management Overlay extends to the south of the intersection of Tipahi Street and the Railway Reserve.

The key activities that are assumed for this Project include:

- Construction activities, including occupation (as yet undefined), vegetation clearance, noise, and vibration.
- Use of walkway.

All works are understood to be within road reserve.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (1)	Earthworks on a contaminated site		NCC
Land use consent	Section 9 (1)	Construction activities in proximity to electricity transmission lines		NCC
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC
Land use consent	Section 9 (3)	Earthworks within the Land Management Overlay		NCC

Land use consent	Section 13	Earthworks within the Land Management Overlay		NCC
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Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b)))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC033 Intersection

Project Summary	
Location:	Waimea Road and Franklyn Street Signalised Intersection
Intervention Types:	New traffic signal intersection
Owner:	Nelson City Council
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">Heritage New Zealand Pouhere Taonga Act 2014

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location.

The works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

No other methods considered or required.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consent in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential Zone, as shown below in pale yellow.

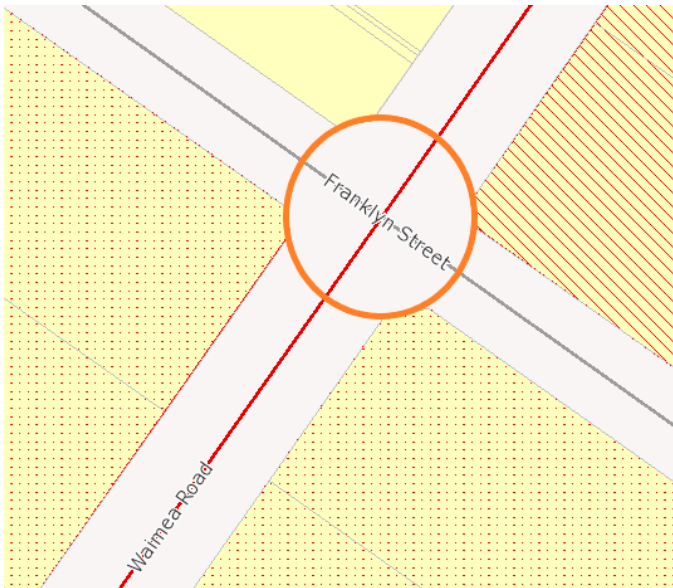


Figure 7: Proposed location of project WC033. Red hatched areas indicate designations, red dots indicate scheduled items.

The following annotations are also relevant to this route:

- Nelson College is designated (eastern corner of the intersection).
- The site of Nelson Hospital is included in Schedule C to the Residential Zone.

The key activities that are assumed for this Project include:

- Re-marking of Waimea Road and Franklyn Street in proximity to the intersection.
- Installation of traffic lights.

All works are understood to be within road reserve.

No resource consents are required for the project.

Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC038a Intersection

Project Summary	
Location:	Motueka Street and Tipahi Street Intersection
Intervention Types:	Signalised intersection
Owner:	Nelson City Council
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location.

In large part, the works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary. It is noted that resource consent is required for construction noise associated with the proposed works.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

No other methods considered or required.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential Zone, as shown below in pale yellow.

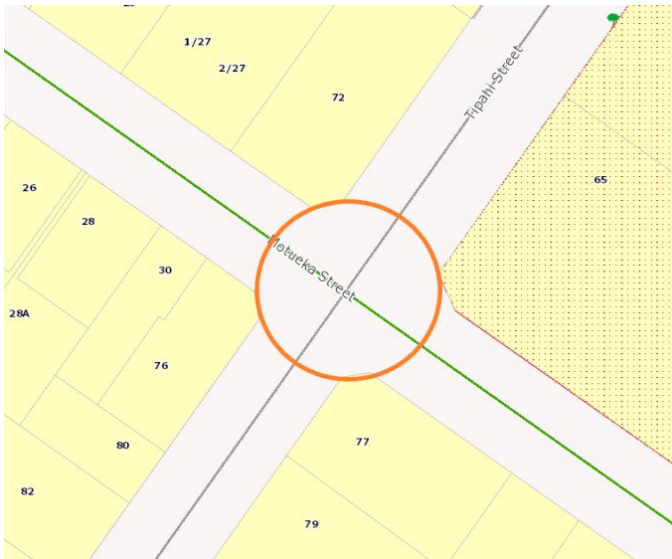


Figure 8: Proposed location of project WC038a. Red hatched areas indicate designations, red dots indicate scheduled items.

The following annotations are also relevant to this route:

- The site of Nelson Hospital is included in Schedule C to the Residential Zone.
- A Heritage Tree is situated on the front boundary of the Nelson Hospital site.

The key activities that are assumed for this Project include:

- Changes to kerbside parking.
- Removal of existing traffic islands.
- Provision of a 4 metre wide shared path on Tipahi Street.
- Existing kerb lines to be maintained.
- Installation of traffic lights.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve, and will not impact on the heritage tree.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC

Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b)))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

RR001 Rat Running Interventions

Project Summary	
Location:	Washington Road Based on safety concerns
Intervention Types:	Speed humps, chicanes, one-way traffic signal channelisation. Narrower lanes and side friction with planting. Gateway to valley outside playground using humps and buildouts etc.
Owner:	Nelson City Council
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: [edit as appropriate] <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location.

In large part, the works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary. It is noted that resource consent is required for construction noise associated with the proposed works and for works in proximity to listed Heritage Trees.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

Land use consents can be sought for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we are aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential (pale yellow), Suburban Commercial (pale purple), Inner City Fringe (pale blue), Industrial (pale red), and Open Space and Recreation Zones (mid green), as shown below.

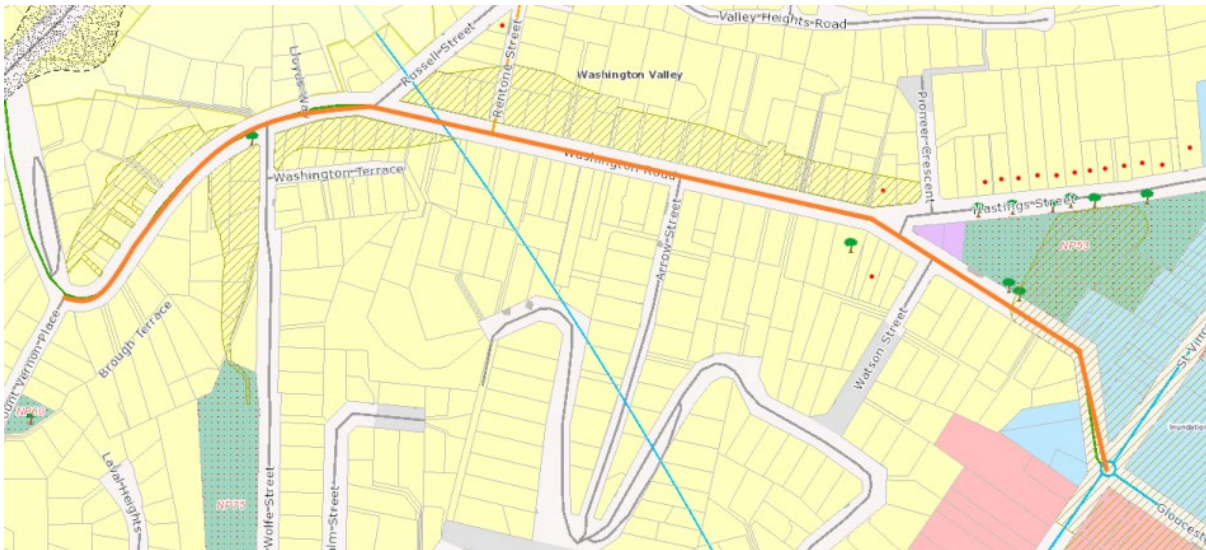


Figure 9: Proposed route for project RR001.

The following annotations are also relevant to this route:

- Flood hazard inundation overlay, shown in pale brown hatch.
- Heritage trees within road reserve outside 2 Wolfe Street and outside Pioneers Park.

The key activities that are assumed for this Project include:

- Re-marking of lines on Washington Road, including reduction of lane width.
- Formation of planting plots and completing planting work.
- Installation of speed humps and chicances.
- Completing kerb build outs.
- Installation of traffic signals
- Construction activities, including occupation (as yet undefined), works in proximity to Heritage Trees, noise, and vibration.

All works are understood to be within road reserve.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC
Land use consent	Section 9 (3)	Work in proximity to listed trees	Controlled	NCC

Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC071 Walking and Cycling Route

Project Summary	
Location:	Washington Road Walking and Cycling Route
Intervention Types:	St Vincent Street and Hastings Street utilise the existing on road cycle lanes and incorporate into a shared path on the south side approximately 4.0 metres wide. From Hastings Street to Arrow Street utilise the verge on the south side to create a 4.0 metre wide shared path. Between Arrow Street and Russell Street, remove parking on the south side and incorporate it into a 4.0 metre wide shared path. From Russell Street to Wolfe Street utilise the verge on the south side to create a 4.0 metre wide shared path. Beyond Wolfe Street, use the existing footpath and widen where possible.
Owner:	Nelson City Council
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: [edit as appropriate] <ul style="list-style-type: none"> • Resource Management Act 1991 • Heritage New Zealand Pouhere Taonga Act 2014

Designations

There are no Waka Kotahi or Nelson City Council designations in the project location.

In large part, the works associated with the project are a permitted activity, and may be undertaken without a requirement for additional approvals. As such, a requirement for a new designation may not be necessary. It is noted that resource consent is required for construction noise associated with the proposed works and for works in proximity to a listed Heritage Tree.

Notwithstanding this, the Council may wish to pursue a designation to protect this route in perpetuity, given the current uncertainty that results from legislative reform and the preparation of a proposed District Plan.

Other RMA Planning Methods

Land use consents can be sought for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential (pale yellow), Suburban Commercial (pale purple), Inner City Fringe (pale blue), Industrial (pale red), and Open Space and Recreation Zones (mid green), as shown below.

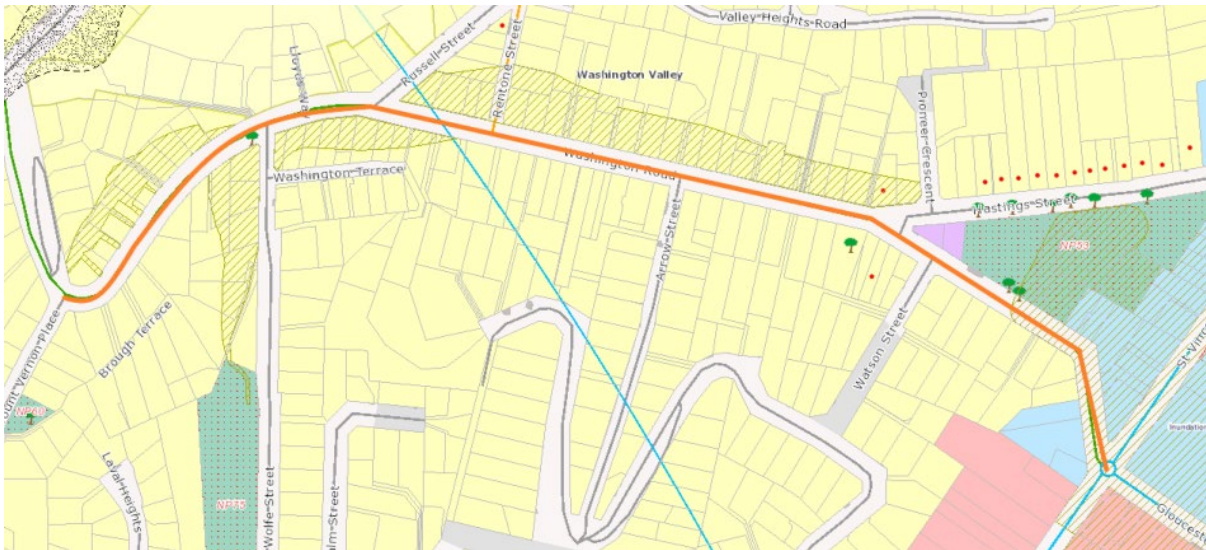


Figure 10: Proposed route for project WC071.

The following annotations are also relevant to this route:

- Flood hazard inundation overlay, shown in pale brown hatch.
- Heritage trees within road reserve outside 2 Wolfe Street and outside Pioneers Park.

The key activities that are assumed for this Project include:

- A narrowed carriageway (Option 1)
- The existing carriageway retained (Option 2)
- Establishment of a shared pathway on the south side of Washington Road (Options 1 and 2)
- Establishment of separate walkway and cycleway on the south side of Washington Road, with a 1 metre buffer between parked vehicles and the cycle lane.
- Removal of parking on one side of Washington Road (all options)
- Construction activities, including occupation (as yet undefined), works in proximity to a Heritage Tree, earthworks, noise, and vibration.
- Road marking to achieve these changes.

All works are understood to be within road reserve.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC
Land use consent	Section 9 (3)	Work in proximity to listed trees	Controlled	NCC
Land use consent	Section 9 (3)	Shared path located within 1 metre of parked vehicles	Discretionary	NCC
Land use consent	Section 9 (3)	Earthworks	Discretionary	NCC

Outline Plan of Work

Existing designation

There is no existing designation.

New designation, or alteration to existing designation

If a NOR will be submitted for a new designation or for alteration to an existing designation, will sufficient information be included as part of the NOR to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b))?

There are advantages and disadvantages of seeking to avoid the need for later submission of an Outline Plan. These are set out in the Consenting Approvals and Pathways Guide 2021 – refer link in Appendix A.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC054 Side Road Crossing Point

Project Summary	
Location:	Tahunanui Drive/Muritai Street Crossing
Intervention Types:	Kerb build outs and/or central refuges; zebra crossing
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">• Resource Management Act 1991• National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES Soil)• Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

Designations

There are no Waka Kotahi or Nelson City Council designations that extend to include the proposed crossing point. SH6/Tahunanui Drive is included within the Waka Kotahi designation for State highway purposes, DTR4 but the designation does not extend sufficiently west to incorporate the proposed crossing.

The proposed work is not within the scope of the designation. The designation boundary would need to be altered to extend up Muritai Street sufficiently to encompass the area of the proposed crossing.

The existing designation boundary requires alteration to provide for the proposed scope of work. The alteration would be for State highway purposes. The alteration is minor. Given this, the alteration is expected to be considered as a minor alteration under section 181(3) of the RMA.

A new designation is not required. The works provide for the safe and efficient functioning of SH6, and thus a new designation is not necessary to provide for the proposed crossing.

Other RMA Planning Methods

Land use consents can be sought for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Suburban Commercial Zone, as shown below in pale purple.

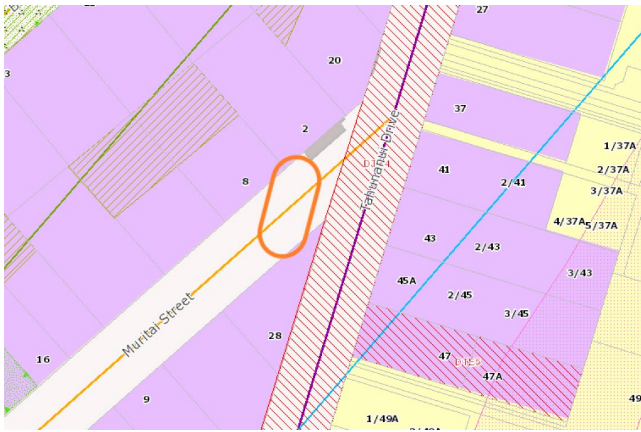


Figure 11: Proposed route for project WC054. Red hatched areas indicate designations, pale yellow denotes the Residential Zone.

The following annotations are also relevant to this route:

- The Tahunanui telephone exchange is designated (DTE5), and is located at 47/47A Tahunanui Drive.
- The site is within the Nelson Airport Height Restrictions (DAA3).
- The khaki hatching indicates a Flood Hazard Inundation Overlay on nearby properties.

The key activities that are assumed for this Project include:

- Construction of refuges or build outs.
- Marking of a zebra crossing.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC

Outline Plan of Work

Existing designation

There is no existing designation that covers the site of the proposed works.

New designation, or alteration to existing designation

If a NOR will be submitted for alteration to an existing designation, sufficient information will be available to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b))).

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC060 Intersection, WC061a Desired Arterial Crossing Point

Project Summary	
Location:	Tahunanui/Parkers/Maire Signalised Intersection
Intervention Types:	Safety access intervention – Signalised double intersection with Parkers and Maire incorporated into SCATs
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

The existing Waka Kotahi designation (DTR4) is confined to the SH6 corridor only, thus the designation does not include the area of works on Parkers Road.

The proposed work is not within the scope of the designation. An alteration to designation could be undertaken for this work, however it is a permitted activity under the NRMP, and thus an alteration to the designation boundary is not necessarily required.

Should an alteration to designation be the preferred mechanism, the designation boundary would need to be altered to extend up Parkers Road sufficiently to encompass the area of the proposed works. Such an alteration would be minor and could be considered as a minor alteration under section 181(3) of the RMA.

Other RMA Planning Methods

The improvement to Parkers Road, a Principal Road in NCC's roading hierarchy, is a permitted activity, providing the works achieve compliance with other standards contained in the NRMP.

Approvals from Other Requiring Authorities

There are no other designations impacted by this work, and thus no approvals from other requiring authorities are required.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we are aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential Zone, as shown below in pale yellow.

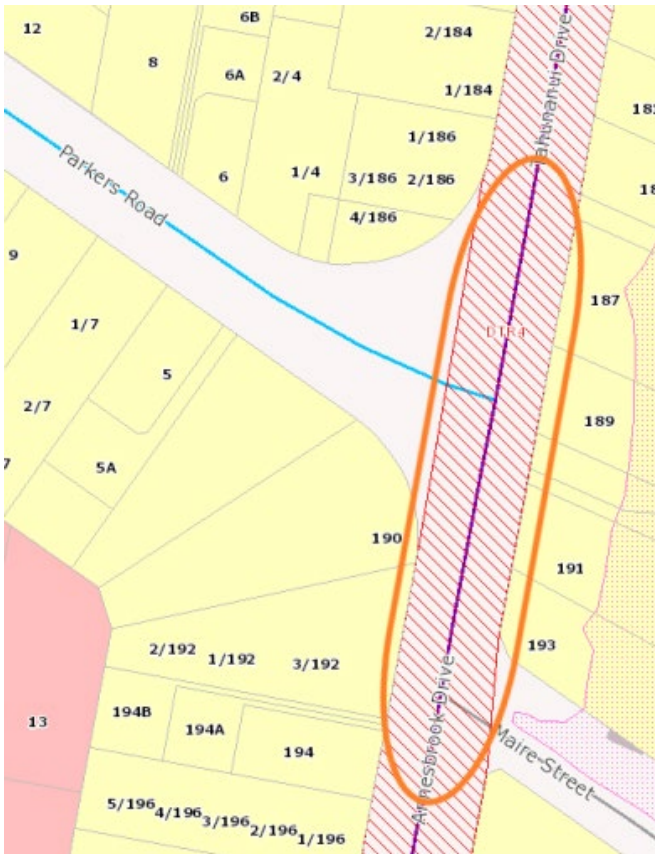


Figure 12: Proposed route for project WC060. Red hatched areas indicate designations, pink dotting indicates a Land Management Overlay.

The following annotations are also relevant to this route:

- A Land Management Overlay runs along the hill located on the eastern side of SH6.
- Parkers Road is a Principal Road in the NCC roading hierarchy.

The key activities that are assumed for this Project include:

- Changes to parking available.
- Installation of traffic signals.
- Re-marking of Parkers Road, Maire Street, Tahunanui Drive and Annesbrook Drive.
- Removal of existing island on Parkers Road
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

New designation, or alteration to existing designation

If a NOR will be submitted for alteration to an existing designation, sufficient information will be available to avoid the need for later submission of an Outline Plan (under Section (176A(2)(b))).

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

MISC Intersection

Project Summary	
Location:	SH6 Tahunanui Drive Bisley Avenue Signals
Intervention Types:	Reinstate southbound second lane, establish southbound clearway
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the proposed work is within the scope of the designation; no alteration of the existing designation boundary or conditions is required. No new designation is required.

Other RMA Planning Methods

No other methods require consideration due to the works being within the scope and boundary of DTR4.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve. The location is within the Suburban Commercial Zone, shown in pale purple below, and is also subject to a number of annotations.

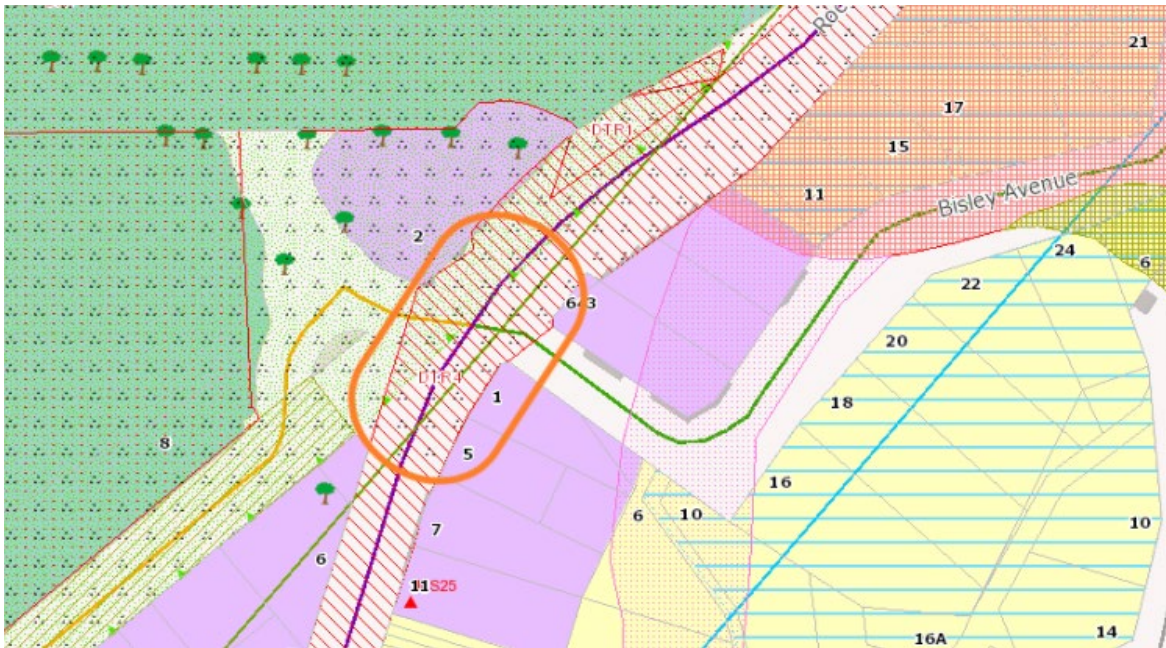


Figure 14: Proposed area of project MISC. Red hatched areas indicate designations, and black dots indicate the Coastal Environment Overlay.

The following annotations are also relevant to this project:

- DTR1 lies to the north of the project site, and is a designation by Waka Kotahi for state highway purposes.
- The Airport Effects Advisory Overlay runs through the site.
- An area of Beach Road and Bisley Walk is subject to a Flood Hazard Inundation Overlay.
- A Land Management Overlay runs along the hillside to the eastern side of the intersection.
- The Tahunanui Slump Core is identified to the north of the site (but does not include the site itself).
- The residential area located on the hillside above the site is zoned Low Density Residential.
- The site is within the Nelson Airport Height Restrictions (DAA3).

The key activities that are assumed for this Project include:

- Milling, resurfacing and remarking the existing road surface
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

No resource consents are required for the project.

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC020 Corridor widening for walking and cycling

Project Summary	
Location:	Along Rocks Road, Wakefield Quay and into Haven Road
Intervention Types:	Widen existing into coastal marine area excluding within the draft proposed outstanding natural landscape. Between Richardson Street and Day's Track (the draft proposed outstanding natural landscape area), take width from existing shoulders and on road cycle lanes, re-mark cycleway and provide up to 5 metre wide walking/cycling facility, which better provides resilience for climate change events.
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	<p>Statutory approvals will or will likely be required for the project under the following environmental legislation and standards:</p> <ul style="list-style-type: none"> • Resource Management Act 1991 • Heritage New Zealand Pouhere Taonga Act 2014 • Marine and Coastal Area (Takutai Moana) Act 1991

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the works proposed for between Days Track and Richardson Street are expected to be readily accommodated within the existing road reserve and designation.

DTR4 does not extend beyond the existing road reserve along Rocks Road, and any reclamation would need to be designated to enable its use for state highway purposes. Once reclamation has occurred, its designation for use for State highway purposes would be a minor alteration under section 181(3) of the RMA.

No new designation is required.

Other RMA Planning Methods

Resource consents will be required for the Project.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

Are there any existing resource consents already in place for the work?

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

The route that is the subject of this project is located within road reserve, within the Residential Zone as shown below in pale yellow.

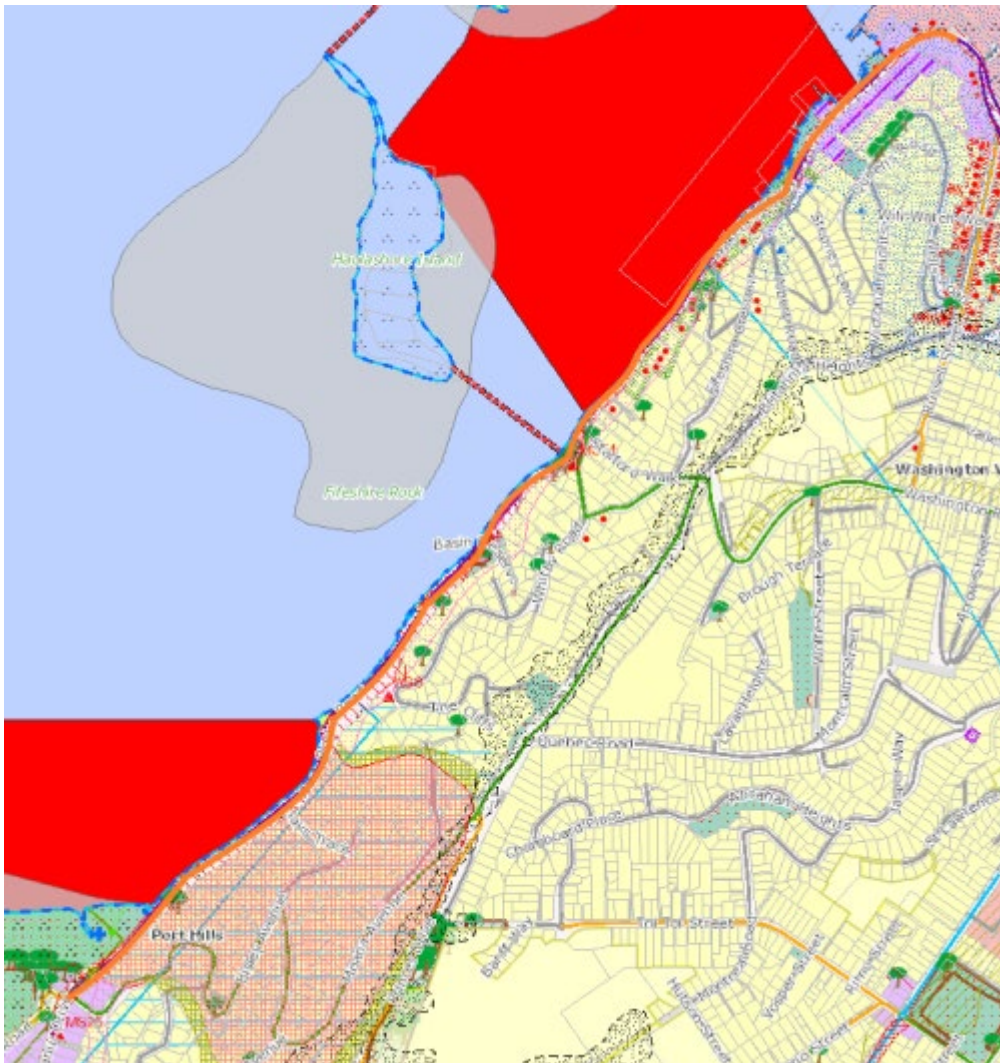


Figure 15: Proposed area of project WC020. Pale yellow indicates Residential Zone, pale purple indicates Commercial and Commercial Leisure Zones, pale red indicates Industrial Zone, and green indicates the Open Space and Recreation Zone. Red diagonal hatched areas indicate designations, orange and khaki hatching denotes the Tahunanui Slump Core and Fringe areas. Red spots show heritage items. The FEA and Contact Recreation Overlay is shown in red.

The following annotations are also relevant to this route:

- Port Effects Control Overlay
- The Coastal Environment Overlay encompasses SH6
- Heritage Woodlands, Basin Reserve (W56), which also appears to partly occupy the SH6 road reserve, and Richardson Street Heritage Woodlands (W49).
- Archaeological site MS54 (Punawai Fishing Kainga site) at the intersection of Richardson Street and SH6.
- Five listed trees within the Richardson Street Woodland.
- A Land Management Overlay runs along the eastern hillside and includes the eastern side of the designation to the north of the Tahunanui Slump.
- Small areas of Conservation Zone land between the designation and the coastal marine area in the northern portion of the route.
- Riparian Overlay runs along the coastline.
- FEA Marine Water Quality (over the whole coastal marine area), and FEA and contact recreation overlay (adjacent to the proposed reclamation area).
- The Open Space and Recreation Zone at Basin Reserve is a scheduled site, noted as NP76.

- Designation DTR3 (designated by Waka Kotahi and providing for State highway purposes) is located at the intersection of The Cliffs and SH6.
- There is a cluster of scheduled trees located on the eastern side of SH6 at the southern end of the proposed works.
- The Rocks Road Chain Fence is listed as a category 1 historic place by Heritage New Zealand Pouhere Taonga, and is scheduled in the District Plan.
- The Boathouse is listed as a Category II historic place by Heritage New Zealand Pouhere Taonga, and is scheduled in the District Plan.
- Wakefield Landing Stone is scheduled in the District Plan, and is located opposite the intersection of Rocks Road and Richardson Street.

The key activities that are assumed for this Project include:

- Reclamation
- Road marking
- Formation of the shared path
- Associated discharges to and occupation of the coastal marine area
- Construction activities, including occupation (as yet undefined), vegetation clearance, noise, and vibration.

The works between Richardson Street and Days Track vary in width, with some work being confined to road reserve, with some minor reclamation, along with wider areas of reclamation as required. Work undertaken to the south of this area will include a reclamation of the coastal marine area to the west of SH6.

The following resource consents are required for the project

Type of Consent	RMA Reference	Activity	Activity Status	Consent Authority
Land use consent	Section 9 (3)	Construction noise	Discretionary	NCC
Coastal permit	Section 12, 14, 15, 15A, 15B	Reclamation Disturbance of foreshore Deposition Occupation Damming/diverting coastal water Associated discharges	Discretionary	NCC

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for the works between Richardson Street and Days Track. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought for these works.

New designation, or alteration to existing designation

Designations must relate to land only, and accordingly it is not possible to seek a designation over the area to be reclaimed.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority
- Marine and Coastal Area (Takutai Moana) Act 1991 – notification

WC008 Desired Arterial Crossing Point

Project Summary	
Location:	Wakefield Quay Crossing near Anchor Shipping and Foundry Co Ltd Building
Intervention Types:	Kerb build outs and/or central refuges; zebra crossing
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: [edit as appropriate] <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the proposed work is within the scope of the designation; no alteration of the existing designation boundary or conditions is required. No new designation is required.

Other RMA Planning Methods

No other methods require consideration due to the works being within the scope and boundary of DTR4.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

This project is located within road reserve; surrounding land is within the Suburban Commercial (light purple) and Industrial (light red) Zones. The site is also subject to a number of annotations.

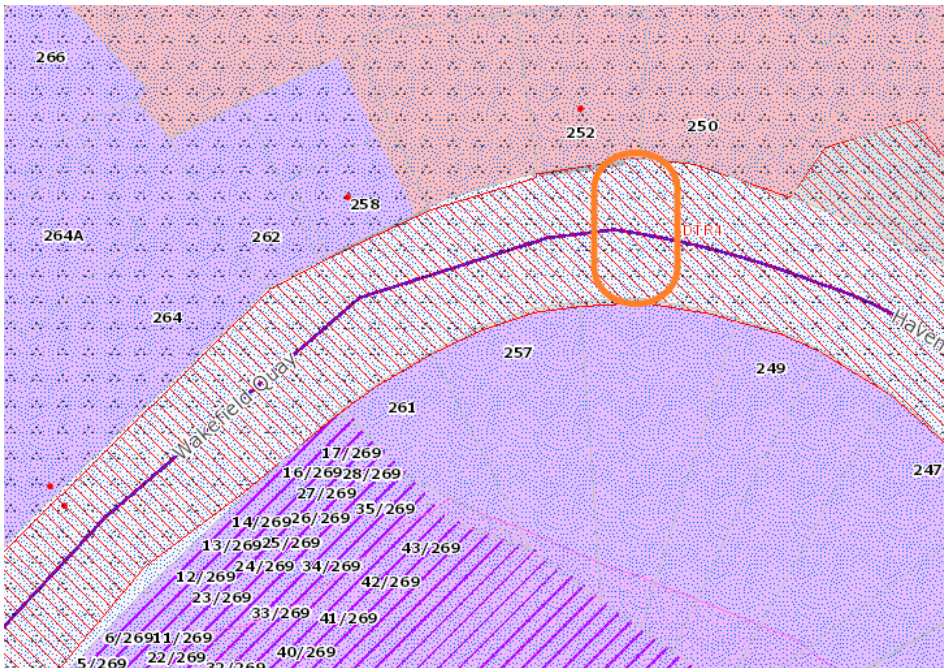


Figure 16: Proposed location for project WC008. Red hatching denotes the extent of designation DTR4.

The following annotations are also relevant to this route:

- The Port Effects Control Overlay includes the entire area.
- The Custom House Hotel and the Anchor Shipping and Foundry Co Limited Building are both Category 2 historic places
- The Coastal Environment Overlay encompasses SH6
- The purple zone with purple hatching is the Commercial Leisure Area

The key activities that are assumed for this Project include:

- Construction of refuges or build outs.
- Marking of a zebra crossing.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

No resource consents are required for the project.

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC009 Desired Arterial Crossing Point

Project Summary	
Location:	Wakefield Quay Crossing outside the Quay Building
Intervention Types:	Kerb build outs and/or central refuges; zebra crossing
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: [edit as appropriate] <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the proposed work is within the scope of the designation; no alteration of the existing designation boundary or conditions is required. No new designation is required.

Other RMA Planning Methods

No other methods require consideration due to the works being within the scope and boundary of DTR4.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

This project is located within road reserve; surrounding land is within the FEA and Contact Recreation Overlay (red) and Commercial Leisure Area (Light purple with purple hatch). The site is also subject to a number of annotations.

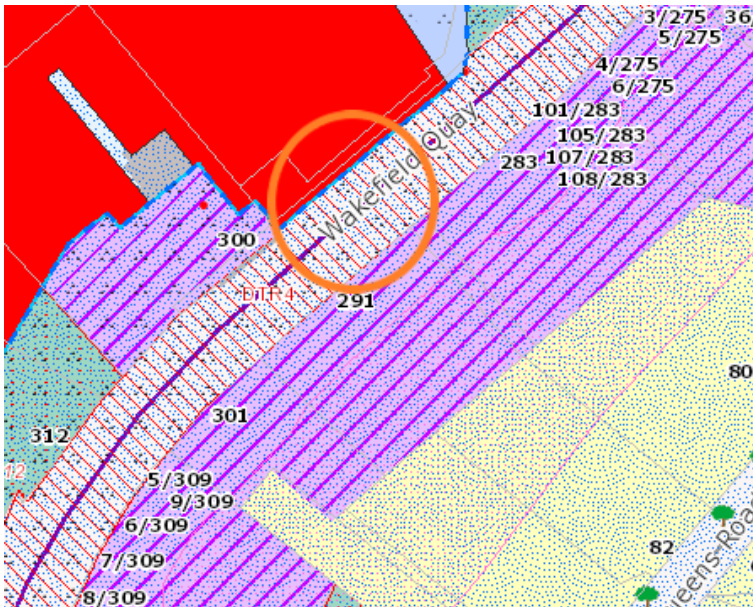


Figure 17: Proposed location for project WC009. Red hatched areas indicate designations.

The following annotations are also relevant to this route:

- The Port Effects Control Overlay includes the entire area.
- The Coastal Environment Overlay encompasses SH6
- 300 Wakefield Quay (NCC Electricity Department Building, from 1937) is identified in the District Plan as a listed heritage building/object/place
- Immediately adjacent to this building, the Stone Wall in front of the former Rowing Club is listed in the District Plan and by Heritage New Zealand Pouhere Taonga as a Category 2 historic place.
- A Land Management Overlay runs along the eastern hillside, away from the edge of the designation.
- The Open Space and Recreation Zone is shown in mid green.
- Riparian Overlay runs along the coastline.

The key activities that are assumed for this Project include:

- Construction of refuges or build outs.
- Marking of a zebra crossing.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

No resource consents are required for the project.

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC013 Desired Arterial Crossing Point

Project Summary	
Location:	Nelson Yacht Club Crossing
Intervention Types:	Kerb build outs and/or central refuges; zebra crossing; signalised crossing.
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the proposed work is within the scope of the designation; no alteration of the existing designation boundary or conditions is required. No new designation is required.

Other RMA Planning Methods

No other methods require consideration due to the works being within the scope and boundary of DTR4.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

This project is located within road reserve; surrounding land is within the Residential (pale yellow) and Open Space and Recreation (mid green) Zones. The site is also subject to a number of annotations.

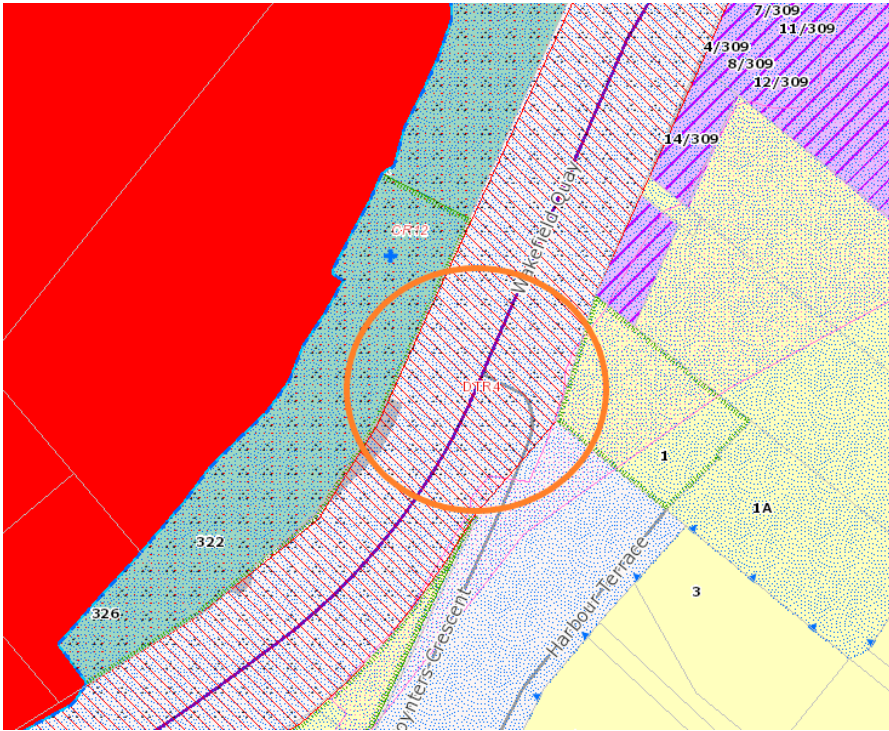


Figure 18: Proposed location for project WC013. Red hatched areas indicate designations.

The following annotations are also relevant to this route:

- The Port Effects Control Overlay includes the entire area.
- The Coastal Environment Overlay encompasses SH6
- The purple zone with purple hatching is the Commercial Leisure Area
- Land Management Overlay, which extends slightly into DTR4 immediately south of the Poynters Crescent intersection
- A launch site is located within the Open Space and Recreation Zone, which is also scheduled in the Plan as the Wakefield Quay City Reserve.
- The Wakefield Quay Precinct does not include road reserve, but properties on both sides of SH6 and Poynters Crescent are included within the Precinct.
- The Boat House (326 Wakefield Quay) is a listed heritage item, located immediately south of the Yacht Club. Heritage New Zealand Pouhere Taonga list is as a category 2 historic place

The key activities that are assumed for this Project include:

- Construction of refuges or build outs.
- Marking of a zebra crossing.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

No resource consents are required for the project.

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC015 Desired Arterial Crossing Point

Project Summary	
Location:	Wakefield Quay Crossing
Intervention Types:	Kerb build outs and/or central refuges; zebra crossing
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: [edit as appropriate] <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the proposed work is within the scope of the designation; no alteration of the existing designation boundary or conditions is required. No new designation is required.

Other RMA Planning Methods

No other methods require consideration due to the works being within the scope and boundary of DTR4.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

This project is located within road reserve; surrounding land is within the FEA and Contact Recreation Overlay (red) and Residential Zone (pale yellow). The site is also subject to a number of annotations.

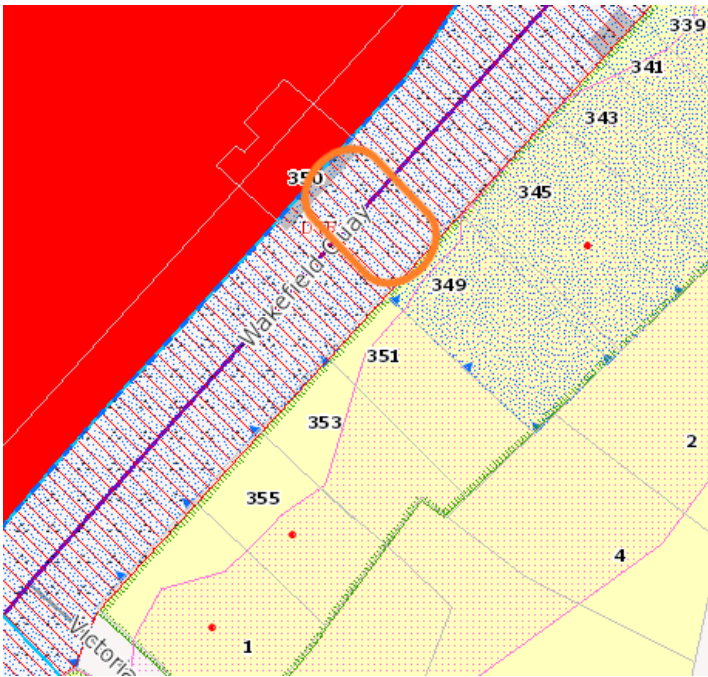


Figure 19: Proposed location for project WC015.

The following annotations are also relevant to this route:

- The Port Effects Control Overlay includes the entire area.
- The Coastal Environment Overlay encompasses SH6
- The Wakefield Quay Precinct does not include road reserve, but properties on both sides of SH6 are included within the Precinct.
- Riparian Overlay runs along the coastline.
- Flood hazard inundation overlay, shown in pale brown hatch.
- Riparian Overlay runs along the coastline.
- 350 Wakefield Quay (the Boatshed Café) is a listed Heritage Building, Place or Object in the District Plan.
- 345 Wakefield Quay is a listed Heritage Building, Place or Object in the District plan.
- A Land Management Overlay runs along the eastern hillside, partially along the edge of the designation.

The key activities that are assumed for this Project include:

- Construction of refuges or build outs.
- Marking of a zebra crossing.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

No resource consents are required for the project.

Outline Plan of Work

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

WC021 Desired Arterial Crossing Point

Project Summary	
Location:	State highway 6/Richardson Intersection Crossing
Intervention Types:	Kerb build outs and/or central refuges; zebra crossing
Owner:	Waka Kotahi NZ Transport Agency
Approvals Required:	Statutory approvals will or will likely be required for the project under the following environmental legislation and standards: [edit as appropriate] <ul style="list-style-type: none">• Resource Management Act 1991• Heritage New Zealand Pouhere Taonga Act 2014

Designations

SH6 is within Designation DTR4 in the NRMP (designated by Waka Kotahi for State highway purposes), and the proposed work is within the scope of the designation; no alteration of the existing designation boundary or conditions is required. No new designation is required.

Other RMA Planning Methods

No other methods require consideration due to the works being within the scope and boundary of DTR4.

Approvals from Other Requiring Authorities

The project will not impact on any other designations.

Resource Consents

Existing resource consents

There are no existing resource consents in place for the work that we have been made aware of.

Resource consents required

This project is located within road reserve; surrounding land is within the FEA and Contact Recreation Overlay (red) and Residential Zone (pale yellow). The site is also subject to a number of annotations.

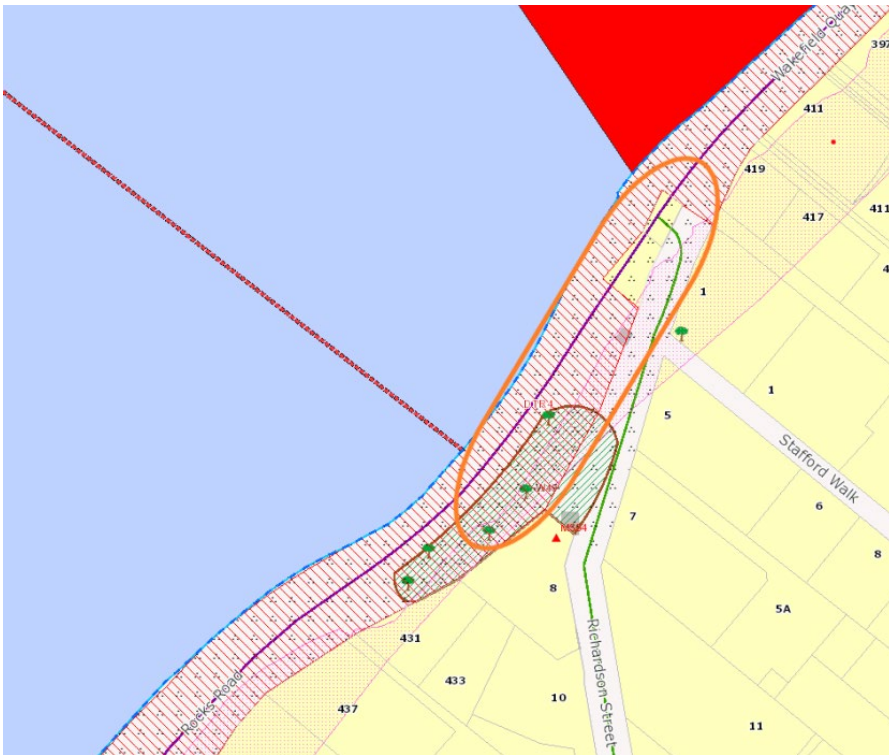


Figure 21: Proposed location for project WC021. Red hatched areas indicate designations.

The following annotations are also relevant to this route:

- The Coastal Environment Overlay encompasses SH6
- Richardson Street Heritage Woodlands (W49)
- Archaeological site MS54 (Punawai Fishing Kainga site) at the intersection of Richardson Street and SH6.
- Five listed trees within the Woodland.
- A Land Management Overlay runs along the eastern hillside and includes the eastern side of the designation.
- Riparian Overlay runs along the coastline.
- FEA Marine Water Quality (over the whole coastal marine area).
- Wakefield Landing Stone is scheduled in the District Plan, and is located opposite the intersection of Rocks Road and Richardson Street.

The key activities that are assumed for this Project include:

- Construction of refuges or build outs.
- Marking of a zebra crossing.
- Construction activities, including occupation (as yet undefined), noise, and vibration.

All works are understood to be within road reserve.

No resource consents are required for the project.

Existing designation

Some consideration of an outline plan is required for these works. Given their slight nature and minor extent, a waiver of the requirement for an Outline Plan may be sought.

Other Statutory Approvals (non-RMA)

Existing approvals

There are no existing archaeological authorities or Wildlife Act permits that we are aware of.

Required approvals

- Heritage New Zealand Pouhere Taonga Act 2014 – archaeological authority

APPENDIX B

Statutory Context and Key Issues

New Zealand Coastal Policy Statement

The NZCPS is of relevance as the proposal includes widening of the road reserve adjoining the coastal marine area, and accordingly, some reclamation will be required.

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 the Project, 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 places a considerable emphasis on the need to demonstrate that reclamation is the most appropriate means to better provide for resilience against storm surges and sea level rise, alongside the transport specific goal of providing a safer corridor for active mode users. The topography of the Rocks Road area, and the nature of the reclamation is expected to 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.

National Policy Statement on Urban Development

The NPS-UD provides stronger direction than its predecessor 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 provides local implementation of the NPS-UD. The NPS-UD requires the review of the Strategy every three years, to align with the long-term plan cycle.

The Project seeks to provide greater resilience and address car dependency, in turn supporting a well-functioning urban environment, and promotes liveability and efficiency.

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 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.

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 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 NES-Soil.

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 the proposed Route, 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. This matter will require review as further assessments are undertaken and greater certainty becomes available.

Regional Policy Statement

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 Project.

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, 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.

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. The project responds to this policy directive by proposing the rebuilding of the Rocks Road seawall to improve resilience.

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 includes reclamation 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.

The Project is generally well-aligned with the outcomes set out in RPS. Care will be required in respect of the information that is supplied in support of the application, and whole of network interventions

Nelson Air Quality Plan

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

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 Richmond⁷ Airsheds did not meet the New Zealand annual guideline for PM10. The Council undertakes regular monitoring to track ongoing air quality throughout the District.

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.

The NAQP also includes a policy to address the cross-boundary effects of air quality (Policy A5-1.10).

The interventions proposed by the Project 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 will support the enhancement of air quality in most of the project area.

Nelson Resource Management Plan

The NRMP became operative on 1 September 2004. It is presently under review.

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

⁷ Located in the adjoining Tasman District.

the One Network Road Classification System used by Waka Kotahi, 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 Project, noting that the release of a notified Plan will impact on the planning framework applicable at this level (further discussed in Section 5 of this Report).

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 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 may be addressed replacement Nelson District Plan when it is released, however until those designations take effect, these routes are not designated.

Designation DN.9 is a designation of the Railway Reserve from Quarantine Road to Saxtons Road West, which is outside the project area and is thus not relevant to the Project.

Zoning and Road Classification

The project area encompasses a number of zones that are set out in the NRMP, including Open Space and Recreation, Suburban Commercial, Commercial Leisure, Residential, and Industrial. 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. 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 Project.

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 Richardson Street;
- 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 the Waka Kotahi 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, and technical expertise will inform the detailed consideration of this issue.

The listed items should also be considered against the Heritage New Zealand Pouhere Taonga List, and the proposal includes the removal of the Boat House and the chain link fence within this context. These items are included on the Heritage New Zealand Pouhere Taonga List.

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.

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). The design of the project is anticipated to provide a positive response to this policy within the context of climate change and sea level rise.

The proposed reclamation along Rocks Road will impact on the coastal environment and coastal marine area. The structures or reclamations required will follow the existing landform, 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 provisions of the NZCPS.

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 will be required in conjunction with the project.

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).

To a limited extent the proposal aligns 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, freshwater and coastal issues, the policy framework provided in the NRMP provides appropriate guidance to enable RMA approvals where required.

Nelson Land Development Manual 2010

The 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 Project, most specifically those from the transport network section, as follows:

4.1.1.1 Transport network

- To provide a managed transport network that clearly distinguishes between the different functions and operating characteristics of roads within the transport network.*
- To provide a permeable, connected and attractive transport network that encourages walking and cycling and minimises the number of short vehicle trips.*
- 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.*
- To provide acceptable levels of safety, security and convenience for all road users.*
- To provide convenient linkages to citywide points of attraction and to local facilities both within and to adjacent neighbourhoods.*
- To provide a transport network that serves the needs of the community as a whole and specifically those people that may be transport disadvantaged.*
- 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.*
- 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.*
- 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.

The Project'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.

Nelson Tasman Future Development Strategy

The 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, and a review is presently underway. 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 NTFDS 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 the Project 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.

Connecting Te Taihu (Top of the South) – Draft Regional Land Transport Plan 2021-31

The Draft RLTP has been jointly prepared by the Tasman and Marlborough District Councils, the NCC, and Waka Kotahi, to provide a cross boundary response to transportation issues.

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

- Communities have access to a range of travel choices to meet their social, economic, health and cultural needs;
- Communities have access to a safe transport system;
- A sustainable transport system that is integrated with well-planned development, enabling the efficient and reliable movement of people and goods;
- Supporting economic growth through providing better access across Te Taihu's key journey routes;
- Communities have access to a resilient transport system; and
- An environmentally sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region.

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

The Draft RLTP ranks Nelson Future Access as category 2 in the Draft RLTP. The Draft RLTP identifies the following activity-specific objectives:

- A multi-modal transport system that supports community aspirations for a thriving CBD is developed.
- Nelson has a world-class waterfront.
- A safe, accessible and resilient transport system that will meet the diverse needs of customers and communities is created.

The project offers a response to the issues identified in the Draft RLTP.

Nelson Regional Public Transport Plan 2021-31

The RPTP contains one objective with three limbs, as follows:

To provide a regional integrated network which:

- *Provides frequent, attractive, economic and viable transport choices for all sectors of the community;*
- *Reduces the reliance on private cars; and*
- *Is sustainable and reduces carbon emissions*

In terms of the Nelson Future Access project, it provides as follows:

The Nelson Tasman Future Development Strategy outlines a long-term picture of future urban growth in the region over the next 30 years. This RPTP aligns with the FDS by taking into account urban growth, both greenfield and intensification, in the development of our Public Transport network, with the intention of providing future areas of growth with access to passenger transport services

The project is anticipated to assist in achieving these outcomes, given that it seeks to provide modal choice through the better provision of walking routes to enable connection to public transport routes.

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.

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).

APPENDIX C

Environmental and Social Responsibility Screen

[To be completed during the DBC Phase of the Project]



Waka Kotahi NZ Transport Agency

Nelson Future Access

Property Strategy

Rocks Road, State Highway 6 Nelson



Nelson Future Access Property Strategy

28 September 2021

Waka Kotahi NZ Transport Agency





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Disclaimers and Limitations

This report ('**Report**') has been prepared by WSP New Zealand Limited (WSP) exclusively for Waka Kotahi NZ Transport Agency ('**Client**') in relation to the Nelson Future Access ('**Purpose**') and in accordance with the emailed instructions received on the 03 June 2021 from Rhys Palmer of Waka Kotahi (the Client). The findings in this Report are based on and are subject to the assumptions specified in the Report. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.



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Executive Summary

WSP New Zealand Limited (WSP) has been engaged by Waka Kotahi New Zealand Transport Agency (Waka Kotahi) to prepare a Property Strategy to support the Detailed Business Case for the Nelson Future Access Project (State Highway 6).

The project has been instigated to encourage more people to use different modes of transport and improve safety across the Nelson transport network while also considering current climate change forecasts.

WSP's focus has been to identify, from the initial research, the property aspects of the Nelson Future Access project. Our focus has been to identify the property costs, risks and the acquisition strategy in order to help Waka Kotahi develop an appropriate business case for further consideration. This is an initial report based on the two options; being (1) a sea wall or (2) a revetment, as detailed in the AECOM plans supplied. As more information comes to light there may be a need to update this strategy.

Property costs related to the project have been researched and these costs broken down to three key elements:

- Compensation payable for the land requirement, including Injurious effect – consideration of any ongoing impact to a property after the project is completed,
- Professional fees i.e. survey/legal/valuation costs – both on Crown (Waka Kotahi) and Landowner sides,
- Acquisition consultancy cost/time – Crown (Waka Kotahi side).

This is a high-level strategy with the cost estimates presented as a lump sum amount so as not to identify a forecast estimate of individual properties, for commercial reasons. The financial estimate provided is for land acquisition by Waka Kotahi and excludes Nelson City Council (NCC) owned properties.

To deliver the property acquisition programme of this project will require confirmation of Client instructions, preparation of the project plan, key stakeholder engagement plan, identification and management of risk, Public Works Act considerations, agreements & compensation. Key property inputs will also include other professional services i.e. Valuers, Lawyers and Surveyors.

The information supplied in this strategy is for the initial stages of the project and may evolve as the project design develops. For this reason, we have had to draw some initial key assumptions. These initial assumptions may need to be reviewed over time as the design criteria is developed.

A significant aspect of this project involves project works within the coastal/foreshore environment. In this regard the property acquisition process for coastal land will be different to normal Public Works Act property acquisitions. The process will involve reference to the Marine and Coastal Area (Takutai Moana) Act 2011 and the Public Works Act 1981. The Resource Management Act 1991 and Land Act 1948 are also likely to feature.

1 Introduction

1.1 Nelson Future Access

This report, as part of the Nelson Future Access Project, specifically focuses on that section of State Highway 6 - Rocks Road beginning from the Abel Tasman Memorial carpark through to Collins Street intersection of Haven Road, predominantly on the seaward side of the highway. Rocks Road forms part of the main state highway route through Nelson, providing connectivity to the Marlborough and Tasman regions. Rocks Road was opened in 1899 to provide a direct link between the City of Nelson and Tahunanui Beach. The roading corridor is bordered by 'the cliffs' on the eastern side and the iconic seawall on the western side of the road, which is well known for its chain and stanchions and occasional tidal events spilling over onto the highway.

1.2 Purpose of Strategy/Scope

This Property Strategy identifies each property (western or seaward side) that is required by the project, their associated property risks and the cost implications associated with the two options being considered. Our investigation relates to the properties on the seaward side of Rocks Road, from the Abel Tasman Memorial carpark through to the Collins Street intersection of Haven Road. This stretch of properties is detailed in the location map below. As the study area is on the western(seaward) side of State Highway 6, consideration of the Marine and Coastal Area (Takutai Moana) Act 2011 needs to be recognised.

No specific investigations have been completed with regard properties on the landward side (eastern) of the state highway, but we include comment in general in relation to project.

1.3 Location Map

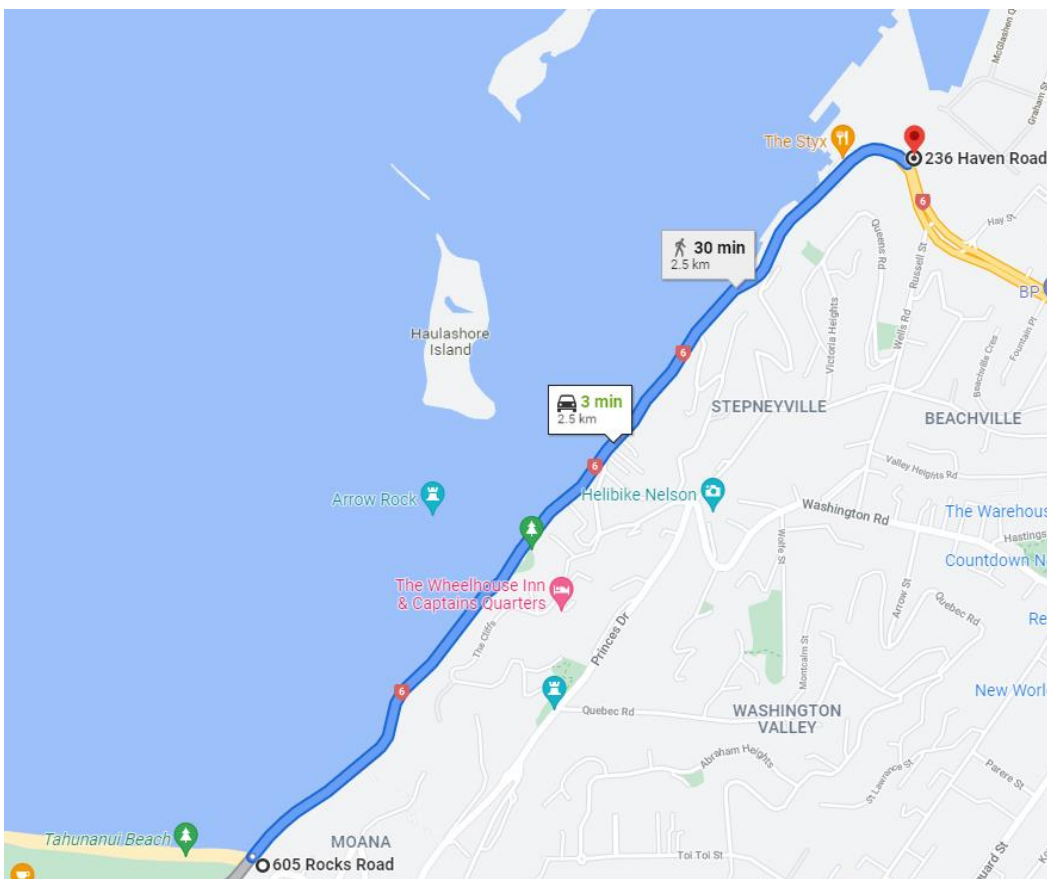


Figure 1: Google maps – Rocks Road to Haven Road

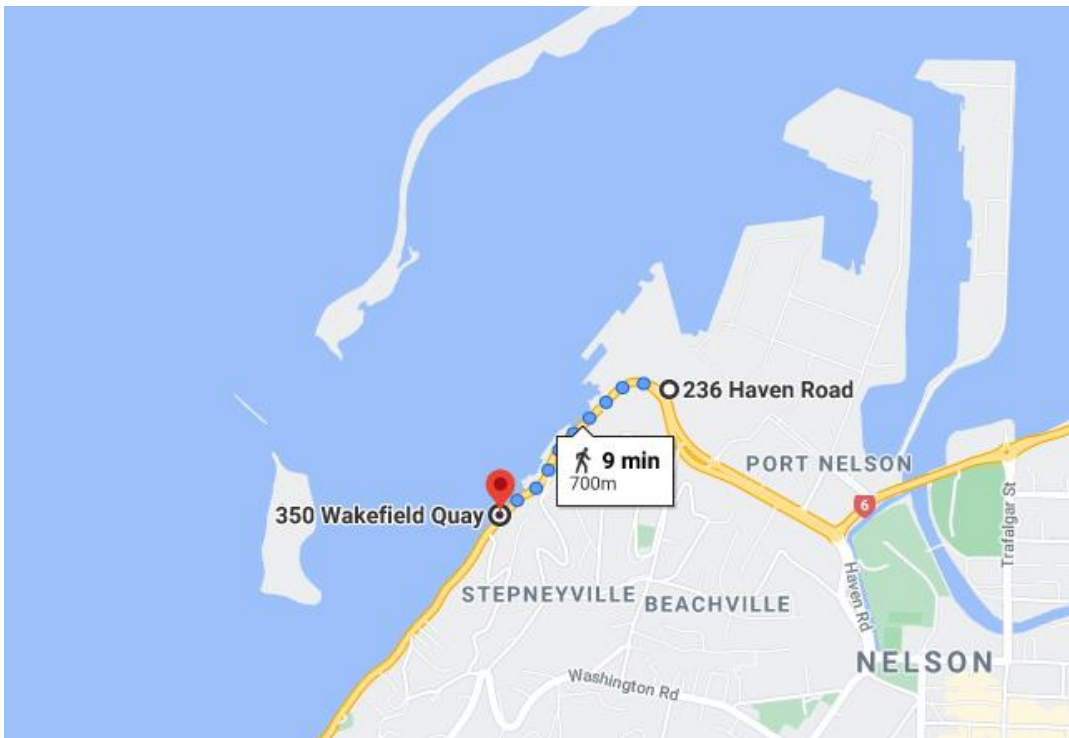


Figure 2 : Google maps - Port Nelson Locality

1.4 Current Programme

Waka Kotahi, in conjunction with NCC, have prepared a draft plan to improve the roading network and enhance the utility of this section of the highway, while improving the regions' overall connectivity for the highway, cycle paths and walkways.

The project is investigating the upgrade of the seawall by either a replacement seawall or creating a revetment in front of the sea wall. By doing this Waka Kotahi can widen the road corridor and create a designated area for both cyclists and pedestrians in addition to the existing highway requirements.

Community 'drop-in sessions' were advertised with community consultation following, to gather feedback on the proposals. The close-off date for these submissions was 20th June 2021.

1.5 Information Sources

The main sources of information used in this initial desktop analysis are:

- Toitū Te Whenua (Land Information New Zealand Landonline) – title searches
- Legislation
- GIS Mapping - Top of the South Maps – cadastral data
- GIS mapping - Quickmap – cadastral data
- GIS mapping - Grip – cadastral data
- Survey plans
- NCC information
- Physical site visit

1.6 Risk Definitions and explanation

WSP has undertaken a property risk assessment of each potential property acquisition. Risks have been categorised from Nil/Purchased, Low, Medium and High risk.

As the Marine and Coastal Area (Takutai Moana) Act 2011 will need to be reflected in the property requirements involving the foreshore (coastal) land on the boundary with Rocks Road, it is

considered the property risk is 'High' in all cases where the Marine and Coastal Area (Takutai Moana) Act 2011 is applicable in the acquisition process.

The Property Acquisition Risk Assessment is a measure to assess the impact that may delay the delivery of property for the project. Low Risk implies that the risk the property is not available by the construction date, is low. Medium Risk infers that negotiations may be complex, potentially protracted and have the potential to delay the construction start date. High Risk properties may require compulsory acquisition provisions of the Public Works Act 1981 and/or reference to the Marine and Coastal Area (Takutai Moana) Act 2011 in the acquisition process.

1.7 Key Assumptions

1.7.1 Land requirement plans

This strategy is based on the land requirement plans received by the project team titled 'Nelson Future Access Study Detailed Business Case'. Research relating to the legal road status in this area is not for the whole length of the study area but rather samples along the study area route.

1.7.2 Affected Properties

There is generally sufficient property information available from the sources listed in 1.5 above however there may be some properties or sites where additional information is required and, in some cases, a full property status check may be warranted to verify the assumptions made. If a more detailed status check is required, this can be discussed and completed at a later date.

There are several areas of surveyed legal road extending past the sea wall and into the foreshore area. Note that any work within the legal road that is within the foreshore area will be subject to the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011 and provisions in the Nelson Resource Management Plan (NRMP).

Only leases where these are recorded in the land transfer system have been sourced. Any other tenancies that are considered necessary for review may need to be provided by the landowners or tenants to Waka Kotahi as the investigation progresses. Following this initial report, it may be advisable for both Waka Kotahi and NCC to review their files for any further lease or licence documents along with any building or resource consents for the properties researched.

A suggested list for further investigation;

- Boat Shed Café – NCC - any building or resource consent information.
- Plant and Food - NCC tenancy information (if applicable), building condition reports & future plans
- Old Reliance building – NCC to provide future plans for this site to occupy
- Anchor Shipping and Foundry – NCC to confirm if occupied, if earthquake strengthening is underway, consents and future plans
- Custom House – NCC to advise if occupied, tenancy information and future plans
- Various carparks – those in NCC ownership, lease/license information, occupation and future and or development plans.
- Styx complex - tenancy
- Coastguard – tenancy

1.7.3 Key Stakeholder engagement

Only parties associated with one of the property/land interests were engaged with during the preparation of this property strategy. This was with parties associated with the Boatshed café as the Boatshed café building was partly located on legal road and partly on Port Nelson Limited's (Port Nelson) land and it was essential to understand the different tiers of tenancy associated with this building. This also assisted in the engagement with the project team as part of the early community consultation needed for the Nelson Future Access project.

We are aware that the project team have engaged with some of the other stakeholder parties separate to this property strategy.

1.7.4 Accommodation Works

This strategy is associated with the preparation of a business case and accordingly no accommodation works are contemplated by the project at this juncture.

1.7.5 Temporary Occupation requirements

Temporary occupation requirements have been recognised but the detail and costs of this will only be available once the project enters the design/pre-construction phase. While this hasn't been directly addressed in this strategy, we recommend that it is given due consideration at a time when a detailed construction methodology has been determined.

2 Property Requirements

2.1 Land Usage

2.1.1 General overview

The project is located within the NCC planning environment, and the alignment has been designed to be contained as much as possible within the SH6 designation and Transport Corridor zone.

2.1.2 Zoning

In terms of zoning, NCC policy regarding legal road zoning is noted in section AD11 of the Nelson Resource Management Plan. Essentially roads have the same zoning as the lands that surround them. Section AD11.6i notes the treatment of zoning for highway boundaries within coastal marine areas.

In the case of Wakefield Quay and Rocks Road the zoning is mixed but predominantly residential along the landward (eastern) side of the road. The State Highway has the designation DTR for Waka Kotahi and more specifically the following designations are in place

2.1.3 Designations

The designations that have been identified that form part of the project area are:

- DTR3 State Highway Purposes – location specific
- DTR4 State Highway Purposes – All parts of State Highway 6

Also, parts of the legal road may not be covered by the designation, an example being the Basin Reserve area that is zoned Open Space Recreation, while its tenure is legal road.

2.2 Land requirement review

This strategy is based on the land requirement plans that have been provided by the Project team contained in the AECOM plans. The plans provide for a general indication of the alignment of the Project based on the two preferred options for the seawall, with the revetment option requiring more land for the project.

Further discussions with the project team indicate that the part of the land requirement will be for a shared cycle and pedestrian accessway along the seaward side of Rocks Road. This runs from the

Abel Tasman Memorial carpark, along the promenade and terminating at the Foundry Anchor & Shipping Company building where Wakefield Quay terminates, and Haven Road commences.

2.3 Properties within study area (South to North)

2.3.1 Foreshore

This is the long stretch of foreshore/beach that is owned by the Crown and encompasses the seawall and foreshore area outside the roading corridor.

2.3.2 Other Property

A review of the property boundaries on an aerial photograph of the study area indicates for those landward properties south, between Magazine Point and Richardson Street, that several properties appear to have developed garden areas on the cliff top area that is part of the legal road.

North of Richardson Street there appear very few properties that have developed past their legal boundary and developed in legal road. It is suggested this aspect is discussed and researched further but has not formed part of this investigation. It is recommended that all licenses to occupy on the landward (eastern) side, within the investigation area, held with Waka Kotahi are collated and the terms of the license understood. For any property that encroaches the road that is not covered by an existing licence to occupy, it should be a consideration to put licences in place by Waka Kotahi. Having a licence mechanism in place means if any work is proposed (now or later) there are defined terms and conditions, with the ability by Waka Kotahi to terminate occupation should the area be required by a project.

2.3.3 Boat Shed Café (350 Wakefield Quay)

This aspect should be discussed further regarding the Boat Shed Café (350 Wakefield Quay). Land tenure here appears to comprise a mix of legal road and Port Nelson land, within the foreshore/harbour. The building appears to be owned by a Trust which holds a license with Waka Kotahi to occupy the legal road. It is understood the Trust then has a tenancy agreement with the restaurant as occupier. The revetment option will impact on this site.

2.3.4 The Boathouse (326 Wakefield Quay)

The improvements appear to all be within the titled area which is in the ownership of NCC. The property is a mix of land, foreshore and harbour. There may be some minor encroachment of the building onto legal road that requires verification. The Boathouse is a listed Heritage Category 2 building. The revetment option will surround this site but is to be predominantly constructed on Port Nelson land (harbour).

2.3.5 Nelson Yacht Club (322 Wakefield Quay)

The improvements are mostly within the titled area in the ownership of NCC. There is trespass of part of the yacht club building and boat stand/carpark within legal road – SH6 Rocks Road. There is a lease in place between NCC and the Nelson Yacht Club. Nahm restaurant occupies the upstairs portion of this building. Waka Kotahi should consider putting a licence-to-occupy in place, if one is not already in place, where the yacht club building and activities encroach on the State Highway. The revetment option will encroach onto this land and may impact on sail training activities as the water space near the yacht club building has quite high usage from club activities. Parking along the road frontage may also be affected.

2.3.6 Port Nelson (Wakefield Quay section)

A review of the Port Nelson land within the study area notes that where the boundary between Lot 1 DP 305849 and the legal road is, the foreshore area is some metres away from the sea wall. The sea wall is generally not on the boundary of the legal road. The legal road boundary is located within the seabed area. The revetment option will be constructed within some of the Port land (harbour) and road past the existing sea wall.

2.3.7 312 Wakefield Quay (Seafarers Memorial & carparking)

All improvements appear within title boundaries where the property adjoins legal road. No works are proposed on the seaward side of this site. Parking along the road frontage may also be reduced.

2.3.8 308 Wakefield Quay carpark

This occupies a titled area in the ownership of NCC. The land is a mix of carparking spaces, foreshore and harbour. No works are proposed on the seaward side of this site. Parking along the road frontage may also be reduced.

2.3.9 300 Wakefield Quay (Powerhouse)

The improvements appear to occupy the titled area in the ownership of NCC. Part of the building appears to occupy the adjoining legal road to a minor extent. No works are proposed on the seaward side of this site. Parking along the road frontage may also be reduced.

2.3.10 270 Wakefield Quay (Public Carpark, Coast Guard)

All improvements appear within title boundaries where the property adjoins legal road. No works are proposed on the seaward side of this site.

2.3.11 272 Wakefield Quay (The Styx)

All improvements appear to occupy the titled area in the ownership of NCC with a registered lease in place. As this is a site owned by NCC, any alterations or reconfiguration of car parking should be dealt with by them and this applies to any of their other properties in the study area.

2.3.12 266 Wakefield Quay (Port Nelson)

The improvements appear to occupy the titled area in the ownership of Port Nelson with a lease in place with NCC.

2.3.13 264/264a Wakefield Quay (Guyton's & Haven Fish and Chips)

The improvements appear to occupy the titled area in the ownership of NCC with a lease in place.

2.3.14 262 Wakefield Quay

The improvements appear to occupy the titled area setback from the highway and are in the ownership of NCC.

2.3.15 258 Wakefield Quay (Anchor Shipping & Foundry Co)

The improvements appear to occupy the titled area in the ownership of NCC.

2.3.16 252 Haven Road (Custom House)

The improvements appear to occupy the titled area in the ownership of NCC and there is a lease in place.

2.3.17 250 Haven Road

The building and carpark area are owned by NCC. We understand this is currently vacant.

2.3.18 Various Council vacant land (Haven Road)

Owned by NCC, currently occupied by amenity building and parking.

2.3.19 236 Haven Road (previously Reliance Building)

The building and carpark area are owned by NCC.

2.4 Acquisition Issues & Risks

The key Property risks associated with the Nelson Future Access project have been identified as follows:

2.4.1 Key stakeholder interests

There are several major and/or key stakeholders that own or tenant properties on the seaward side. These include NCC, Port Nelson, LINZ and a number of businesses, clubs and community organisations that are within the project area. The interests are varied and in addition some have tenancy agreements with third parties occupying their properties. The NCC properties and NCC are considered of low risk to the project as they are partnering with Waka Kotahi to help realise this project. The businesses, clubs and community organisations are considered to have a slightly higher risk profile as they are potentially likely to oppose aspects of the project due to the possible impact of the revetment and parking on their respective businesses or operations. Risk in these cases may reduce once the details of the preferred option are established.

2.4.2 Land tenure

Some properties as identified in section 4 of this report have multiple layers of tenancies. This is particularly evident with the commercial properties. As an example, the fee simple tenure is owned by one entity i.e. NCC, with a registered lease with one party who in turn may be subletting the building to several smaller tenancies.

Where land or an interest needs to be acquired for the project, this will need to be negotiated with all parties that have an interest in the land requirement. Compensation under the Public Works Act 1981 will need to be assessed. Typically, this is by valuation assessment. The risk associated is not having a clear understanding of the multiple layers of tenancy and any associated interests, so the correct parties are engaged and therefore all of the compensatory entitlements and legal standings are considered.

For construction to occur, agreements may need to be in place for construction access – while this is typically of a temporary nature, until the preferred option is chosen and design progresses there remains uncertainty and risk until the detail and individual effects on landowners are established.

The owner of the fee simple (freehold) should generally be consulted first. Uncovering the layers of interested parties with some of these multiple tenancies, how they interact, and understanding their levels of complexity associated with the terms of their occupancy is important and lowers the overall risk which we consider to be medium or slightly above medium.

Research indicates the tenancies/interests are varied and include fee simple owners, lessors, lessees, licensors and licensees and other parties such as easement beneficiaries. Not understanding what the relationship is and how it works between the parties is a property risk and can create extra time and cost to the project in researching and establishing the requirements of the lease and any sub-tenancies in relation to any interest or land sought to be acquired.

Understanding the details and parties involved with each layer of tenure and the terms of each of the agreements in place will minimise this risk.

Properties of the eastern/landward side of the highway where there is any occupancy of the State Highway/road is also important to understand and collate the terms of existing licenses with Waka Kotahi and establish any new licence requirements, in case any engagement or notice to those adjoining landowners is required. We recommend that all current licences within the study area are scheduled and the key terms that relate to this project collated. There may be properties in this list where new licenses are required, and this is recommended for consideration by Waka Kotahi. Reviewing all agreements in place and having good legal advice around the terms will reduce the risk to the project.

2.4.3 Property Management Issues

Daily operations of some businesses along the seaward side may be interrupted as result of the construction, if this project progresses. The impacts may vary depending on the final design and any plans to minimise disruption put in place. Some of the businesses along this stretch have already endured temporary closures due to Cyclone Fehi in 2018 and COVID-19 lockdowns imposed by the Government, so further disruption in some form will be a concern. Working in with any property managers and business owners around disruption will minimise the risk which has the potential to be escalated if not managed effectively. Access during construction and temporary or permanent loss of parking remains a high risk, as removal of parking options affects the nearby businesses.

2.4.4 Road administered by Waka Kotahi/NZTA

Research has identified that there are some properties occupying the roading corridor, for example the Boatshed Cafe and the Yacht Club. These occupancies may need to be addressed if not already done so. If the design requirements impact on these occupancies, there is formal documentation that recognises the occupation. It is recommended where there are occupations over the road by landowners that are not recognised with a license to occupy, that a license is put in place by Waka Kotahi. The benefit of this is the license will clearly identify the relevant stakeholders, issues and terms of the license, including termination provisions, if required.

2.4.5 Marine and Coastal Area land

The Crown administered land should be the subject of early engagement with DoC/LINZ for any acquisition (Crown to Crown transfer). Given the foreshore land required, it is essential that early discussions are started with DoC/LINZ. For the Crown administered land and those other properties where the land required is within the coastal area reference to the Marine and Coastal Area (Takutai Moana) Act 2011 needs to be included in the property acquisition process – outlined in 3.2.

2.4.6 Property and Planning aspects

This strategy primarily focuses on the property aspects. Part of the property risks identified are the other components of this project including community consultation, resource management act planning and environmental considerations, Iwi and potential heritage aspects. These aspects are separate disciplines and are generally linked to the consenting part of the project rather than property procurement. While not directly affecting property procurement some risk factors here are;

- Planning and consenting – some of the land is situated within the Foreshore/Coastal Marine environment
- Planning and Consenting – possible changes to the Resource Management Act 1991 with the Natural and Built Environments Act, Marine & Coastal Area Act 2011 (for reclaimed land) and Strategic Planning Act expected to be passed into legislation in late 2022. If the consenting phase for this project is not programmed until late 2022 or later then consenting may be in accordance with the new legislation
- Consultation – while not a property process, public, Iwi and Stakeholder consultation may drive the preference to one or the other options. This is a key non-property risk that will become more defined as consultation progresses.

2.4.7 Compensation Assessment

Compensation where land or interests are acquired for the project will be completed in accordance with the provisions of the Public Works Act 1981. The statute is quite prescriptive regarding entitlements to compensation and there may be some stakeholders who are potentially affected but are not eligible for compensation under the Public Works Act 1981. Examples are where no land is acquired, or the project affects fall outside of the provisions of the Public Works

Act 1981. This is a risk that will be better quantified if the project progresses, and final land requirements are established. We anticipate this to be a low risk particularly if a valuer is engaged early.

2.4.8 Carparking availability

Carparking is already at a premium in this area, with demand for parking coming from residents, businesses and other users of the foreshore (e.g. recreational users). It is understood that the current proposal does not plan to remove any existing off-street carparks but if that were to change in the next phase of the project then the project team could expect public opposition to the removal of carparks, if this was to occur. This is partly due to those parks lost on public or private land (rather than roadside parks) could be subject to compensation. If carparking is reduced in the final design phase, then this will create a risk to the project.

2.4.9 Heritage implications

The chain and stanchion fence has a Heritage Category 1 listing, while the seawall, Boathouse building, Anchor Shipping & Foundry building and Customhouse building all have a Heritage Category listing of Level 2. Any modification or relocation of any of these historical features requires the permission of Heritage New Zealand (HNZ). The Heritage status creates an additional level of consultation that is not required for non-heritage properties and additional consultation time is suggested for these properties. Additional costs may also occur to the project to ensure any heritage features potentially affected are maintained.

There are several buildings/premises within the study area that are categorised as A, B or C in the Nelson Resource Management Plan. This indicates the activity status for each building in respect of permissible minor repairs and maintenance, alterations and demolition/removal and whether each is permitted, discretionary or non-complying. The age of the building has a bearing on the Group they have been placed in.

2.4.10 Programme Risk

Securing all required land and consents prior to the project commencement is desirable as this provides certainty when any construction contract is tendered. Early engagement with landowners and lessees is recommended. If foreshore land is required that is Crown administered, it is recommended engagement with the Crown LINZ/DoC commences as early as possible given the special nature of the land. The foreshore land is subject to the Marine and Coastal Area (Takutai Moana) Act 2011. The land/foreshore and harbour areas subject to this legislation require a different process to be adopted than the normal Public Works Act 1981 process. In simple terms the area required must have resource consents granted in the Marine and Coastal Area for the foreshore to be 'reclaimed'. Once the physical works are completed for the reclamation then the area can be surveyed and recognised by the legislation.

Once surveyed, the land (formerly foreshore) will likely become Crown land under the Land Act 1948 and then can be set apart for road under the Public Works Act 1981. Alongside this, discussion should be held and agreements sought that provide for the support of the parties that administer the land and any agreement would be conditional on the approval under the Marine and Coastal Area (Takutai Moana) Act 2011 legislation.

Given the complexity of the process this may take more than two years to complete and to complicate matters the Resource Management Act 1991 is also being reformed. That may add further time risk, depending on the provisions and complexity of any replacement legislation that is in effect.

The majority of the land requirements are already in either in Crown, NCC or Port Nelson ownership which should reduce the risk to the programme of being delayed.

3 Property Acquisition Strategy

3.1 Crown administered land / foreshore and seabed

Where Crown owned/administered land is concerned, engagement is required with DoC/LINZ to negotiate the transfer of the administration (and purpose) between the two Crown divisions. In this case Crown administered land/foreshore has been identified at the southern end – from the end of the Port Nelson title south to Tahunanui where foreshore/seabed is required. Before the full land requirements are established, it is recommended early discussions commence with DoC/LINZ. These discussions will also include provisions associated with the requirements of Marine and Coastal Area (Takutai Moana) Act 2011.

As discussions progress, valuation advice is required to establish any transfer values of the land and the terms and conditions of the transfers. Where the Marine and Coastal Area (Takutai Moana) Act 2011 is involved, the acquisition process will be more complex and pose a higher risk. The provisions of the Public Works Act 1981 are typically considered after the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011 in the acquisition process.

The two other significant landowners on the seaward side of the highway are Port Nelson Limited and NCC. Their land will also be ~~the~~ subject to the Marine and Coastal Area (Takutai Moana) Act 2011.

The NCC land is subject to a number of commercial and community interest tenancies. Waka Kotahi should initiate early engagement with Port Nelson for land required for road. For NCC land, it appears from the AECOM plans that much of the land use identified for the project appears is to be footpath. Consideration should be given to NCC leading a discussions/requirement with their tenants rather than Waka Kotahi being involved. Discussion is required with NCC in this regard.

An indicative process under the Marine and Coastal Area (Takutai Moana) Act 2011 has been provided by project legal advisors. This focuses on the Marine and Coastal Area (Takutai Moana) Act 2011 aspects but there will need to be Public Works Act 1981 agreements and compensation considered. Any such agreement will be conditional on/subject to the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011.

Property Strategy: Reclaimed Land – subject to the Marine and Coastal Area (Takutai Moana Act 2011.

- 1 While RMA approvals will be required for any proposal to reclaim land, it will also be necessary to obtain property rights over that reclaimed land.
- 2 The Marine and Coastal Area (Takutai Moana) Act 2011 (**MACA**) has important implications for RMA processes and the ability to secure resource consents in the marine and coastal area (depending on whether customary marine title or protected customary rights are granted to Māori groups).
- 3 MACA also deals with the property aspects of reclamations (which had previously been dealt with under the RMA).
- 4 By way of summary, the process for seeking property rights over newly reclaimed land is broadly as follows:
 - (i) *the RMA consents for the reclamation of land from the marine and coastal area have to be obtained;*
 - (ii) *the physical reclamation works can then be undertaken;*

- (iii) *once the reclamation is completed, final surveys are done, and a section 245(5) RMA certificate is issued by the Council (to confirm the reclamation has been undertaken in accordance with the resource consents);*
- (iv) *the ownership of a reclamation then vests in the Crown;*
- (v) *the 'developer' of the reclamation has the first right to apply for a vesting of the freehold interest in the reclamation (other property rights can also be applied for) – that preferential right applies for a period of 10 years;*
- (vi) *'developer' is defined in MACA as the holder of the resource consents for the reclamation;*
- (vii) *the Minister for Land Information decides whether to vest the reclamation in the developer, what type of interest may be vested (freehold or a lesser interest such as a lease), and the conditions attaching to the vesting (including whether payment or other consideration is required for the land to be vested);*
- (viii) *there are a range of factors that the Minister must consider in making the vesting decision, including the public interest, whether there are any historical Treaty of Waitangi claims or MACA applications (for customary marine title or protected customary rights), the cultural natural and historic values of the reclaimed land and surrounding area, and the potential public access, amenity, and recreational values of the reclaimed land; and*
- (ix) *if the Minister decides that the reclaimed land is to be vested, a process is worked through and a computer freehold register is issued.*

- 5 Another option is that the Minister for Land Information can declare the reclaimed land to be Crown Land subject to the Land Act 1948, and that land can potentially then be set aside under the Public Works Act 1981 for roading purposes.
- 6 There are also processes to deal with land that has been reclaimed in the past where the land ownership status is not clear.
- 7 One other aspect of the property acquisition strategy will be to determine what activities can take place on the reclaimed land after construction but prior to the necessary property rights being obtained (as there may be a need to construct infrastructure on that reclaimed land before formal property rights are obtained).

3.2 Property Acquisition Programme

Planning Stage

Establish priority order for property requirement. The priority may be different depending on which of the two options (Sea Wall vs Revetment) are chosen. Regardless of the option chosen, discussions should be initiated with LINZ at an early stage.

Pre-implementation Stage

Finalise property strategy once the option (Sea Wall vs Revetment) has been chosen. Property discussions can be held in parallel with any Resource Management Act consenting activities in line with the Marine and Coastal Area (Takutai Moana) Act 2011.

Acquisition Stage

With the preferred option selected, land requirements and individual property plans can be finalised. Property plans and individual property strategies will establish which properties are going to require a longer lead-in times and what types of agreements will be required – i.e. new license, a renewal of an agreement, land purchase or an easement. Once identified the following details (where applicable) can be refined:

- Research of affected property interests
- Determination of the type of agreement required for each property owner (partial purchase, easement, lease or license)
- Land requirement plans confirmed
- Landowner/tenant engagement
- Recognition of and adoption of the process required by the Marine and Coastal Area (Takutai Moana) Act 2011 where applicable.
- Valuations of the land requirements, confirm compensation
- Agreements drafted and negotiations with the respective parties
- Agreements executed and presented to LINZ (LINZ clearances where Public Works Act agreements are used – this is different from LINZ as land holder of Crown owned land.)
- Waka Kotahi and LINZ (clearances) approval
- Settlement (if required) and consents obtained (to the acquisitions)
- Termination of any licenses or leases along with establish any agreements if applicable (i.e. adjust a lease agreement, draft new licenses)
- Entry for construction granted

In order to protect the Crown's interest where land or a registered interest is acquired, a compensation certificate may be registered against the property title once an agreement is fully executed. This flags on the title that land or an interest has been purchased, until the land is surveyed and gazetted to reflect Crown ownership (declared road).

Once construction is nearing completion, the new legal boundaries can be confirmed by survey and road legalisation will be completed.

4 Individual Property Investigations

4.1 Foreshore

Table 4-1: Property Data – Crown - Foreshore

Location	Foreshore/Seawall/Fisherman's Platform – Seaward side of Rocks Road & Wakefield Quay. Terminates where it meets Port Nelson seabed opposite 375 Wakefield Quay.
Risk	High/Very High due to complexities of site, undefined tenure and the requirements of the Marine and Coastal Area (Takutai Moana) Act 2011.
Landowner	Crown – as per the Marine and Coastal Area (Takutai Moana) Act 2011.
Lessee	N/A
Licensee	Unknown
Street Address	Rocks Road & Wakefield Quay, Nelson
Rating Valuation Reference	n/a
Title Reference – Freehold	Gazette 2010 p 776
Hydro parcel ID	7213860
Relevant Survey Plans	SO 421132, 2169, 11413, 11010
NCC Zoning	Appears within Coastal Environment Overlay
General Property Comment	The road adjoins for the harbour/foreshore which is a title marine area and used as part of the Tahunanui beach recreational area. Recommended that any land engagement with LINZ starts at an early stage.
License comment	Not applicable

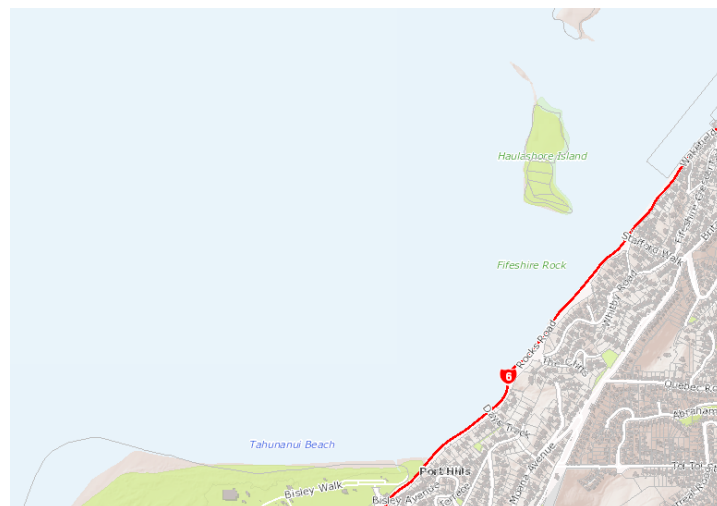


Figure 3: Crown land & Foreshore area

4.2 Port Nelson Limited

Table 4-2 : Property Data – Port Nelson

Location	Port Nelson Land - Wakefield Quay – Seaward side
Risk	High/Very High due to the requirements of Marine and Coastal Area (Takutai Moana) Act 2011.
Landowner	Port Nelson Limited
Lessee/Occupier	Not applicable
Street Address	Wakefield Quay, Nelson
Rating Valuation Reference	19710 63900 & 19810 00100
Title Reference – Freehold	Part of 658607 - Lot 1 DP 305849
Title Reference – Leasehold	None Located – appears not to be a registered lease against the title in the location of any land requirements
Relevant Survey Plans	DP 305849 SO 8969 DP 14865
NCC Zoning	Appears within Coastal Environment Overlay
General Property Comment	<p>In terms of land administered by Port Nelson that is titled – i.e. contained in the land transfer system the land identified as lot 1 DP 305849 in title 603389 is relevant to this investigation.</p> <p>The land in lot 1 DP 603389 is a mix of harbour and foreshore extending from the operational port area in a southerly direction to an area south of The Boat Shed and Victoria Road. This title bounds Rock Road. As noted in other property investigations the legal boundary between Rocks Road and the properties on the seaward side appears not to be the sea wall but rather in the foreshore area.</p> <p>It may be useful to define the boundary. However, the boundary of Port Nelson administered land is within the foreshore area and legal road which occupies the area between the sea wall and the parcel boundary (in sea) of the Port Nelson land.</p> <p>A survey may be useful to establish how far out from the sea wall the road boundary is located. Two survey plans – SO 8969 and DP 14865 appear to detail the sea wall area within the legal road.</p>
Interest comment	There are numerous easements and land covenants registered on their title. Initial research indicated these are not related to the land that forms part of this study.
Observation/Recommendation	It is suggested that the boundary between Wakefield Quay road and the Port Nelson land in the harbour has the position established by survey and marked on plans and an aerial overlay if the exact location is not known.



Figure 4 : Aerial of Port Nelson

4.3 Boat Shed

Table 4-3 : Property Data – Boat Shed Café Site

Location;	Boat Shed Café - Wakefield Quay – Seaward side
Risk	High due to complexities of site and undefined tenure. Also depending on what works are proposed the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011 may also be applicable.
Landowner;	Part owned by- HMQ – for Legal Road – administered by Waka Kotahi Part owned by - Port Nelson Limited
Lessee;	N/A
Licensee	Adama Trust – agreement dated 01 December 2016 and expiring 01 December 2026 with a tenancy in place for occupation of the buildings over road administered by Waka Kotahi. Licence details unknown for Port Nelson Limited

Street Address;	350 Wakefield Quay, Nelson
Rating Valuation Reference;	19710 63900A – a rates apportionment of the Port Nelson rates assessment
Title Reference – Freehold;	Part of 658607 – Lot 1 DP 305849 Part Legal Road; State Highway 6 in Gazette – Proc 1089 Road Parcel ID 3665718
Title Reference – Leasehold;	Not applicable.
Road parcel ID	3665718
Relevant Survey Plans;	DP 305849 SO 8969, SO 11010, SO 2169 DP 14865
NCC Zoning;	Appears within Coastal Environment Overlay
General Property Comment;	<p>Analysis of the documents available indicates the site is occupied by the Boat Shed Café and is predominately foreshore and harbour with the building built out over the harbour. It has a Heritage listing of Category A.</p> <p>Analysis of aerial photographs indicate that the building appears to be part within the legal road (approximately 8m depth) – noting that the boundary of the legal road appears not to be the sea wall but out in the foreshore area and the remaining part of the building in the foreshore area within the Port Nelson title.</p> <p>The Port Nelson title contains no record of a registered lease and Port Nelson have advised there is no formal agreement in place with the building owners.</p> <p>Much of the building is within legal road the forms part of the foreshore. A legal survey may be useful but is not needed to confirm the above finding. A legal survey may be useful to establish how far out from the sea wall the legal road is.</p> <p>Two survey plans – SO 8969 and DP 14865 appear to detail the sea wall area within the legal road.</p>
License comment;	A License to Occupy agreement is between the building owners and Waka Kotahi. There is a tenancy in place between the trust and business owners/operators.



Figure 5 : Aerial photo of Boat Shed Cafe premises



Figure 6 : Aerial Boat shed 2



Figure 7 : Photos of 350 Wakefield Quay – Boatshed Café (restaurant)



Figure 8 : Photo of 351 Wakefield Quay (restaurant storage/office space)

4.4 Boathouse

Table 4-4 : Property Data – Boathouse Site

Location;	Boat House - Wakefield Quay – Seaward side
Risk	<p>Nil/Low if property is within legal boundaries and no land is required. Risk may increase if any activities proposed invoke the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011.</p> <p>Risk is considered low if provisions of MACA are not invoked.</p>
Landowner;	NCC
Lessee;	<p>The Boathouse Society Limited as referenced on Record of Title.</p> <p>Note a search of the companies register contains no reference to the above company. Further research indicates the entity is named as 'Boathouse Community Trust'.</p>
Street Address;	326 Wakefield Quay, Nelson
Rating Valuation Reference;	19710 63800
Title Reference – Freehold;	NL11B/883– Lot 1 DP 17332
Title Reference – Leasehold;	742687 – Lot 1 DP 17332
Relevant Survey Plans;	DP 17332
NCC Zoning;	Open Space Recreation – with Coastal Environment Overlay and Port Effects Overlay CR12
General Property Comment;	<p>The site occupied by the Boathouse lease appears to be a mix of land, modified foreshore and harbour.</p> <p>Aerial photographs indicate that the buildings appear within the legal boundary, but this should be checked.</p> <p>The property is also recorded on the Historic Places Trust register; ref 1591 – Iron Duke Sea Scouts Building.</p>
Lease comment;	<p>Registered Lease 6113883.1 – Between NCC (Lessor) and The Boathouse Society Limited (Lessee) for 10 years commencing 1 January 2016 (with 2 further rights of renewal in 2026 and 2036).</p> <p>The lease details the use of the site and any lessor approvals required. The lease provides for three rights of renewal but will not extend past 31 December 2045.</p>
Observation/Recommendation;	<p>Aerial photographs indicate that the building does not extend past the legal boundary.</p> <p>It is however recommended that the location of boundary between Wakefield Quay and the property frontage be established by a surveyor to establish if there is any encroachment.</p>
Location;	Boat House - Wakefield Quay – Seaward side



Figure 9 : Aerial photo of 326 Wakefield Quay



Figure 10 : Photos of The Boathouse street frontage

4.5 Nelson Yacht Club

Table 4-5: Property Data – Nelson Yacht Club Site

Location;	Nelson Yacht Club - Wakefield Quay – Seaward side
Risk	Medium due to buildings situated over legal boundary within road and multiple stakeholders. Risk may increase if any activities proposed invoke the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011 (MACA). Risk is considered medium if provisions of MACA are not invoked.
Landowner;	NCC
Lessee;	Nelson Yacht Club Incorporated
Street Address;	322 Wakefield Quay, Nelson
Rating Valuation Reference;	19810 00500 & 19810-00501A/B
Title Reference – Freehold;	NL6D/952 – Lot 2 DP 6513
Title Reference – Leasehold;	796614 – Lot 2 DP 6513 & Part Area 1 DP 513970
Relevant Survey Plans;	DP 6513, DP 513970
General Property Comment;	<p>Documents indicate the site occupied by the Yacht Club lease is a mix of land, modified foreshore and harbour.</p> <p>Aerial photographs indicate that the buildings may cross the legal boundary and in part occupy the legal road. Similarly, it appears the dingy parking and car park also occupies part of the legal road on Wakefield Quay.</p> <p>A review of survey plan DP 6513 also indicates that part of the building straddles the legal boundary and occupies legal road.</p>
Lease comment;	<p>Registered Lease 10215729.1 – Between NCC (Lessor) and Nelson Yacht Club Incorporated (Lessee) for 10 years commencing 1 July 2015 (with rights of renewal).</p> <p>Lease is issued pursuant to section 601 Local Government Act 1974. The lease details the use of the site and any lessor approvals required. The lease provides for three rights of renewal but will not extend past 30 June 2045.</p> <p>There are additional tenancies on this site including a restaurant Nahm.</p>
Observation/Recommendation;	<p>Part of the developed site, buildings and parking appear to occupy road. It is suggested that if the building/encroachments are to remain that a licence to occupy road between Waka Kotahi and Nelson Yacht Club be put in place if one does not already exist.</p> <p>It is recommended that the legal boundary be established and marked by a surveyor with the level of encroachment detailed in a surveyor's report.</p>



Figure 11 : Aerial of the Nelson Yacht Club site



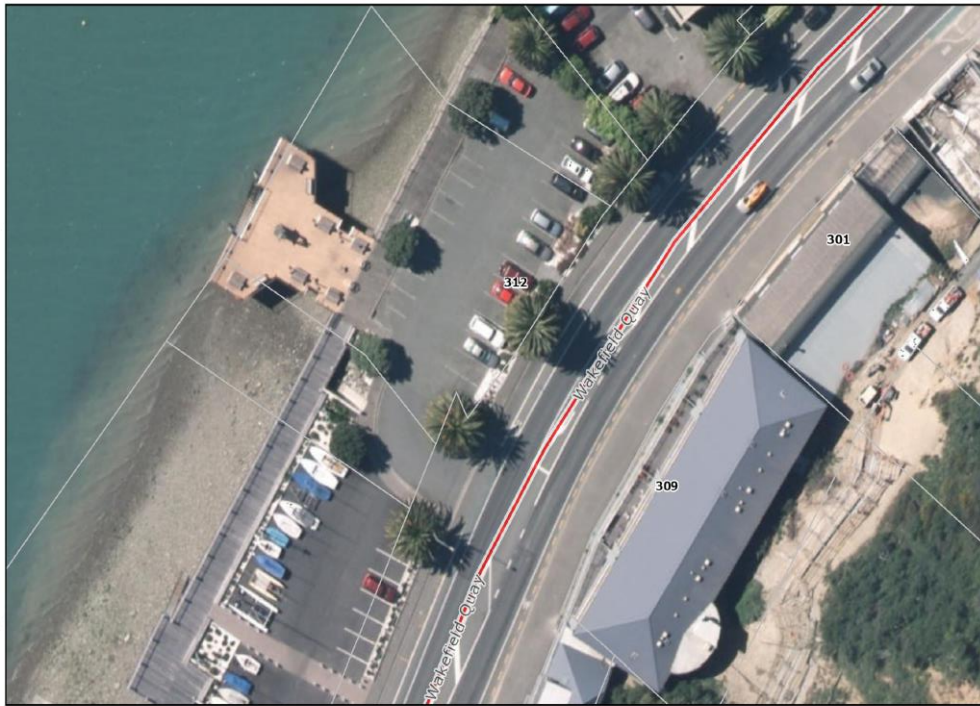
Figure 12 : Photo of the Nelson Yacht Club street frontage

4.6 Carpark and Seafarers Memorial

Table 4-6 : Property Data – Carpark and Seafarers Memorial

Location;	Car Park and Seafarers Memorial - Wakefield Quay – Seaward side
Risk	Nil/Low – no land requirements
Landowner;	NCC
Lessee/Occupier;	NCC
Street Address;	308-312 Wakefield Quay, Nelson
Rating Valuation Reference;	19810 00700 & 19840 00700
Title Reference – Freehold;	NL4B/1300 – Lot 1 DP 6513 NL4D/204 – Lot 2 & 3 DP 3033
Title Reference – Leasehold;	Not applicable
Relevant Survey Plans;	DP 6513 DP 3033
NCC Zoning;	Open Space Recreation – with Coastal Environment Overlay and Port Effects Overlay - CR12
General Property Comment;	Analysis of the documents indicates the site occupied by the carpark and Seafarers Memorial Pier all appear to be within the surveyed parcel boundaries. The land is included in two titles, one title containing one surveyed parcel while the other title adjoining the Crop and Food building contains two surveyed parcels. There appear to be no significant property issues associated with this site.
Lease comment;	Not applicable
Observation/Recommendation;	Identify the legal boundary by survey but all carparking appears to be within the surveyed parcels and any scope to adjust the space to maximise utilisation

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Memorial Pier

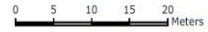


Figure 13 : Aerial of memorial site



Figure 14 : Photos of memorial site and carpark

4.7 NCC Electric Department 1937 Building (Powerhouse)

Table 4-7 : Property Data – NCC Powerhouse

Location;	NCC Powerhouse - Wakefield Quay – Seaward side
Risk	Nil/Low
Landowner;	NCC
Lessee/Occupier;	Plant and Food Research
Street Address;	300 Wakefield Quay, Nelson
Rating Valuation Reference;	19810 00900
Title Reference – Freehold;	NL9C/879 – Lot 1 DP 3033 and Section 1 SO 14651
Title Reference – Leasehold;	No lease registered on title
Relevant Survey Plans;	SO 14651 DP 3033
NCC Zoning;	Suburban Commercial – with Leisure Area and Port Effects Overlay
General Property Comment;	<p>Analysis of the aerial photos and site viewing indicates that part of the building may encroach legal road. A site survey should be commissioned to confirm this.</p> <p>The aerial photo indicates that the encroachment area is adjoining land defined as section 1 SO 14651. This is an area that was previously legal road that was stopped and included in the current title in about 1990. The stopping action was most likely to be because of the building encroachment.</p> <p>The remainder of the improvements all appear to be within the property boundary.</p> <p>A search of the Historic Places register also indicates the sea wall to the north of this property (outside of the title boundary) is recorded in the Historic places register.</p> <p>There appears to be no significant property issues associated with this site.</p> <p>We understand the building may not be currently occupied.</p>
Lease comment;	Confirmation from NCC if lease in place and whether there is any occupancy planned if further engagement with third parties other than NCC is required.
Observation/Recommendation;	It is may be of assistance to identify the legal boundary by survey and marked on plans/aerial overlay to confirm if the building is within the title boundaries or if there is encroachment onto road.



Figure 15 : Aerial of Powerhouse building



Figure 16 : Photo of Street Frontage of Powerhouse



Figure 17 : Powerhouse northern elevation

4.8 The Styx Complex

Table 4-8 : Property Data – The Styx Complex

Promenade, Nelson Settler's Memorial, the Styx, Guyton's & Haven Fish and Chips

Location;	The Styx complex - Wakefield Quay, Seaward side
Risk	Low/Medium depending on design of path/cycleway/parking and there are multiple stakeholders
Landowner;	NCC
Lessee/Occupier;	Seafront Properties Limited (272 & 264a only)
Street Address;	264, 268 & 272 Wakefield Quay
Rating Valuation Reference;	19810 01100
Title Reference – Freehold;	23284 – Lot 2-4 DP 305849
Title Reference – Leasehold;	102202 & 102203
Relevant Survey Plans;	DP 305849
NCC Zoning;	Commercial Leisure Area
General Property Comment;	<p>This title encompasses three parcels which include a promenade, Coastguard premises, boat launching ramp/accessway, Nelson Settler's Memorial, fishing jetty and various buildings offering tourism and retail trade – namely The Styx, Guyton's and Haven Fish and Chips.</p> <p>All buildings appear to be within the surveyed parcel boundaries and there appears to be no significant issues.</p> <p>There is a right of way over Lot 2 marked A on DP 378019, and emanation easement over the whole title and several land covenants which might restrict the use on site.</p>
Lease comment;	<p>L5663284.10 – 35-year lease commencing 01.08.2002 with rights of renewal – 386m2 pertaining to Lot 4 DP 305849.</p> <p>L5663284.11 – 35-year lease commencing 01.08.2002 with rights of renewal – 386m2 pertaining to Lot 4 DP 305849.</p>
Observation/Recommendation;	Confirm any future plans with the Council and what tenancies are in place for the buildings. Confirm easement locations.



Figure 18 : Aerial of Styx complex



Figure 19 : Promenade, launching ramp, Coastguard carpark & ramp



Figure 20 : Coastguard & promenade



Figure 21 : Nelson Settlers Memorial



Figure 22 : Jetty & the Styx premises



Figure 23 : Guyton's & Haven Fish and Chips Premises and carparking

4.9 Council storage and carpark

Table 4-9 : Property Data - Storage building and carparking space

Location;	Storage – Wakefield Quay – Seaward side
Risk	Nil/Low
Landowner;	NCC
Lessee/Occupier;	n/a
Street Address;	262 Wakefield Quay
Rating Valuation Reference;	19810 01800
Title Reference – Freehold;	356286 – Lot 2 DP 378019
Relevant Survey Plans;	DP 378019
NCC Zoning;	Commercial Leisure Area
General Property Comment;	Storage building There is an emanation easement over the title and several land covenants which might restrict future use. This property also has a right of way over the neighbouring parcel.
Lease comment;	Nil
Observation/Recommendation;	Approach Council for current and future use to confirm if any lease in place.

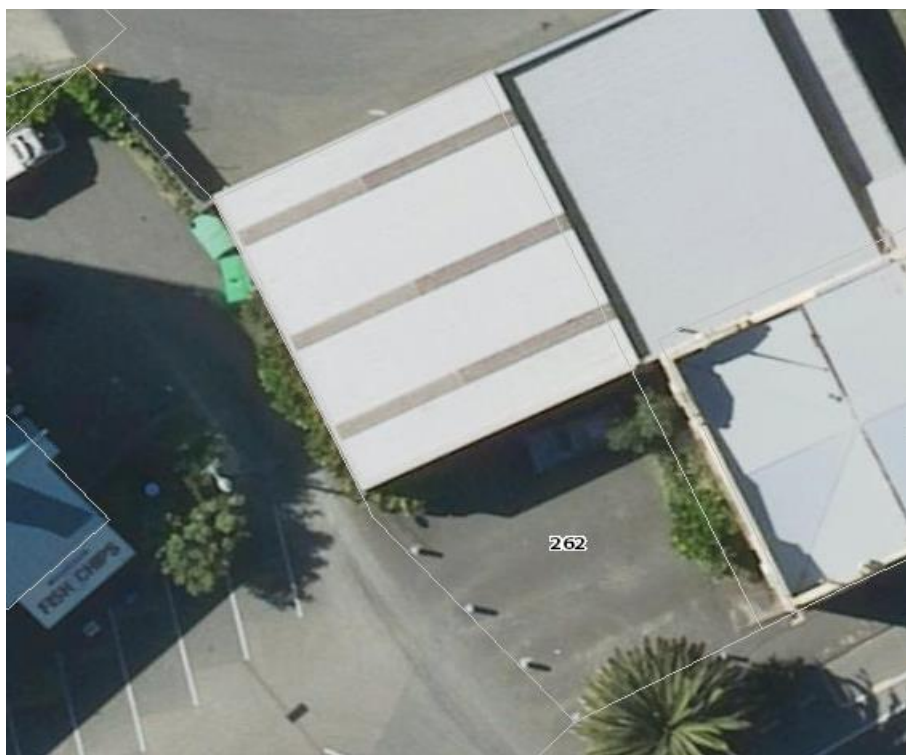


Figure 24 : NCC Storage and carparking

5 Compensation

5.1 Summary of estimated acquisition costs

The details of property related costs have been considered in respect of the acquisition process and they are summarised as follows:

- Compensation for the land requirement to any affected landowner or interested party (i.e. lessee) as a result of the public work.
- Property consultation costs to meet LINZ Requirements under the Public Works Act 1981
- Professional service costs including survey, legal, valuation and LINZ transfer of land costs
- Other property costs including injurious affection, property owner section 66 reimbursement costs (legal and valuation) and additional compensation payment costs.
- Disbursements i.e. LINZ fees for approvals and processing

Please note our summary does not include any physical work costs. E.g. building or alterations of buildings on private land or lease areas of either option as these relate to the final design which is yet to be determined nor does it include any allowance for business disruption costs like relocation or business loss costs.

This estimate is for the Public Works Act 1981 component only. We have no information on costs for the provisions of the Marine and Coastal Area (Takutai Moana) Act 2011 required to be adhered to. The provisions involve consent to reclaim the coastal area and make the land Crown Land under the Land Act 1948. Once the land is 'reclaimed' and becomes Crown Land then the land can be set apart for the required Public Work. There is limited information on the costs of the Marine and Coastal Area (Takutai Moana) Act 2011 process.

5.2 Revetment Option

We estimate that the property cost for Waka Kotahi of the revetment option is within the vicinity of

\$600,000.00 with a 95-percentile provision of \$170,000.00

There are potentially two property interests associated with the land purchase for this option some of which are leasehold. Extra cost has been allowed to adjust and redraft the lease agreements and pay compensation for all these parties. Each interest will be dealt with and negotiated separately. The above cost estimate excludes any Nelson City Council owned property.

5.3 Sea wall replacement

From the preliminary land design plans, there is a reduced land requirement for this option in regard to Foreshore/Crown and Port Nelson. There are also multi-layered tenancies impacted so have assumed that Council will engage directly with their lessees and tenants, so these costs have not formed part of the compensation.

With this in mind, this option comprises for the general acquisition costs to allow for any landowner engagement, review of licence to occupiers, land entry agreements, survey instructions and all other property requirements for the project along with land acquisition estimates for the two property interests. This would be approximately

\$100,000.00 with a 95-percentile provision of \$190,000.00

This can be reviewed on a more definitive basis once the option is chosen, programme better defined so we can establish how much input our consultancy services are required. This fee has a potential to be reduced.

5.4 95th percentile

The 95th percentile is a term used for the estimated cost to allow for a funding risk percentage or contingency cost to the project and reflects the worst-case scenario. In this case contingency costs to the project could be market appreciation, rising construction costs, funding risk, additional landowner engagement and additional property consultative needs as the project is being realised.

6 Recommendations

From this initial research the following suggestions/recommendations are made.

6.1 Legal road determination

Establish by survey the extent including width of the road required for the full extent of the Future Access study area. The survey is to establish where the road boundary on the seaward side is located, how much of the road extends into the sea from the existing sea wall and the size of their encroachments i.e. like the Boat Shed Café on road.

Establish and plot on an aerial overlay the extent of the legal road that is in the foreshore area outside of the sea wall. Also establish any encroachment and extent of encroachment in this area, e.g. Boat Shed Café.

6.2 Further investigate affected interests

Once the project design is finalised and the associated Land Requirements established, we recommend further detailed investigation is completed for each property interest required. This relates to the full extent and impact on interests of the associated properties. This will help confirm the possible cost implications and any additional parties (interest holders) and then if necessary, revise the property cost estimate.

It will also be pertinent establish any unregistered interests within the affected properties; with this detail typically established early on in landowner/interest holder discussions.

6.3 NCC

Early engagement with NCC will assist with considering the implications of the Project on their properties. Understanding what their properties are currently being used for and how best to manage their multi-tenanted buildings will help identify any property risks. Request information on the existing use of open and carpark spaces and if they have leases in place. Discuss any future plans NCC have in place with Port Nelson and or the local roads in the area with consideration of the operative Nelson Resource management plan.

6.4 Stakeholder engagement - property

Highest risk property requirements are those within the foreshore so discussions should be started as soon as possible with LINZ, Port Nelson and NCC. Consider starting this before full land requirements are established with these parties, especially LINZ.

Further discussion is required with NCC and Port Nelson regarding occupancy of their premises and any future plans they have in place for their commercial operations. Details around this will need consideration and potentially incorporation with the project. i.e. Empty buildings and carparks. There are a number of easements in and around these properties so careful consideration of their location of and that of the projects positioning can reduce further cost and delays.

Appendix A

Property Records of Title

Survey plans

Preliminary Land Requirement Plan

(Appendices listed above provided in separate file)

wsp

wsp.com/nz



Waka Kotahi NZ Transport Agency

Nelson Future Access

Property Strategy Appendices

Rocks Road, State Highway 6 Nelson

23 September 2021

Appendix A

Property Records of Title

- Fee Simple, Leasehold and Gazette notices

Survey plans

Preliminary Land Requirement Plan

- 2.1 the development has been approved by the Wellington City Council as a Controlled Activity prior to the Bypass Design Guide being incorporated into the Wellington City Council District Plan; or
- 2.2 the Bypass Design Guide has previously been incorporated into the Wellington City Council District Plan.
3. In this notice "development" means the erection of any structure for which a resource consent or building consent is required.

Wellington Land District—Wellington City

Schedule

Area m ²	Description
325	Lot 1 DP 409651 (Computer Freehold Register 435297).
274	Lot 2 DP 409651 (Computer Freehold Register 435298).
232	Lots 3 and 6 DP 409651 (Computer Freehold Register 435299).
305	Lot 4 DP 409651 (Computer Freehold Register 435300).
229	Lot 5 DP 409651 (Computer Freehold Register 435301).

Dated at Auckland this 9th day of February 2010.

R. J. SUTHERLAND, for the Minister for Land Information.
(LINZ CPC/2006/11813, CPC/2009/13754, CPC/2009/13755,
CPC/2009/13756, CPC/2006/11812)

ln1881

Land Declared Road—State Highway 57 Tane Road Intersection, Horowhenua District

Pursuant to section 114 of the Public Works Act 1981, and to a delegation from the Minister for Land Information, R. J. Sutherland, Land Information New Zealand, declares the land described in the Schedule to this notice to be road which, pursuant to section 88 of the Government Roading Powers Act 1989, becomes road, limited access road and State highway and shall vest in the Crown on the date of publication hereof in the *New Zealand Gazette*.

Wellington Land District—Horowhenua District Council

Schedule

Land Declared Road

Area m ²	Description
526	Part Lot 1 DP711178; shown as Section 1 on SO 425008 (part Computer Freehold Register WN43C/46).

Dated at Auckland this 3rd day of March 2010.

R. J. SUTHERLAND, for the Minister for Land Information.
(LINZ CPC/2008/12650)

ln1799

Land Declared Road—State Highway 6 Tahunanui Intersection, Nelson City

Pursuant to section 114 of the Public Works Act 1981, and to a delegation from the Minister for Land Information, R. J. Sutherland, Land Information New Zealand, declares the land described in the Schedule to this notice to be road which, pursuant to section 88 of the Government Roading Powers Act 1989, becomes road, limited access road and State highway and shall vest in the Crown on the date of publication hereof in the *New Zealand Gazette*.

Nelson Land District—Nelson City Council

Schedule

Land Declared Road

Area m ²	Description
222	Part Tasman Bay sea bed; shown as Section 1 on SO 421132 (no registration).
162	Part Lot 1 DP 7075; shown as Section 2 on SO 421132 (Computer Freehold Register NL2B/1147).
234	Part Lot 1 DP 7075; shown as Section 3 on SO 421132 (Computer Freehold Register NL2B/1147).
101	Part Lot 1 DP 7075; shown as Section 4 on SO 421132 (Computer Freehold Register NL2B/1147).
1	Part Lot 6 DP 7075; shown as Section 5 on SO 421132 (Computer Freehold Register NL2B/1147).

Dated at Auckland this 24th day of February 2010.

R. J. SUTHERLAND, for the Minister for Land Information.
(LINZ CPC/2006/11451)

ln1718

Land Declared Road—State Highway 6 Tahunanui Intersection, Nelson City

Pursuant to section 114 of the Public Works Act 1981, and to a delegation from the Minister for Land Information, R. J. Sutherland, Land Information New Zealand, declares the land described in the Schedule to this notice to be road and shall vest in the Nelson City Council on the date of publication hereof in the *New Zealand Gazette*.

Nelson Land District—Nelson City Council

Schedule

Land Declared Road

Area m ²	Description
277	Part Lot 6 DP 7075; shown as Section 6 on SO 421132 (Computer Freehold Register NL2B/1147).
1635	Part Lot 1 DP 7075; shown as Section 7 on SO 421132 (Computer Freehold Register NL2B/1147).

Dated at Auckland this 24th day of February 2010.

R. J. SUTHERLAND, for the Minister for Land Information.
(LINZ CPC/2006/11451)

ln1719

Land Acquired in Connection With a Road—Parua Cemetery Road, Whangarei District

Pursuant to section 20 of the Public Works Act 1981, and to a delegation from the Minister for Land Information, Ronald Alistair Jolly, Land Information New Zealand, declares that, an agreement to that effect having been entered into, the land described in the Schedule to this notice is hereby acquired, subject to right of way specified in easement certificate 977309.1, in connection with a road and vested in the Whangarei District Council on the date of publication hereof in the *New Zealand Gazette*.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



Identifier **658607**
Land Registration District **Nelson**
Date Issued 20 May 2014

Prior References
603389

Estate	Fee Simple
Area	18.2080 hectares more or less
Legal Description	Lot 1 Deposited Plan 14114 and Lot 1 Deposited Plan 305849 and Lot 2 Deposited Plan 379396 and Section 2 Survey Office Plan 471661

Registered Owners
Port Nelson Limited

Interests

Subject to Section 59 Land Act 1948 (affects part Section 2 SO 471661 formerly Lot 1 DP 328325)

Subject to a right of way over part Section 2 SO 471661 marked F and D on SO 471661 specified in Easement Certificate 183531.3 - 12.10.1977 at 9:57 am

The easement specified in Easement Certificate 183531.3 is subject to Section 351E(1)(a) Municipal Corporations Act 1954.

Subject to a right (in gross) to drain sewage over part Section 2 SO 471661 marked K and a right (in gross) to transmit electricity over part Section 2 SO 471661 marked J, I, G, H, L and M all on SO 471661 in favour of Nelson City Council created by Transfer 341040.1 - 17.8.1994 at 10:50 am

Appurtenant to Lot 2 DP 379396, Lot 1 DP 14114, Lot 1 DP 305849 and part Section 2 SO 471661 formerly Lot 1 DP 18272, Lot 1 DP 16725, Lot 2 DP 19623, Lot 1 DP 19895, Lot 1 DP 328325 and Section 1 SO 14964 is a right to emit noise, dust and smell from the within land created by Transfer 5337502.1 - 6.9.2002 at 9:48 am

Land Covenant in Deed 5663284.8 - 21.7.2003 at 9:00 am (affects Lot 2 DP 379396, Lot 1 DP 14114, Lot 1 DP 305849 and part Section 2 SO 471661 formerly Lot 1 DP 18272, Lot 1 DP 16725, Lot 2 DP 19623, Lot 1 DP 19895, Lot 1 DP 328325 and Section 1 SO 14964)

Appurtenant to Lot 2 DP 379396, Lot 1 DP 14114, Lot 1 DP 305849 and part Section 2 SO 471661 formerly Lot 1 DP 18272, Lot 1 DP 16725, Lot 2 DP 19623, Lot 1 DP 19895, Lot 1 DP 328325 and Section 1 SO 14964 is a right to emit noise, dust and smell created by Transfer 5663284.9 - 21.7.2003 at 9:00 am

Land Covenant in Transfer 7563821.1 - 4.10.2007 at 9:00 am

Subject to Section 241(2) Resource Management Act 1991 (affects DP 378019)

Land Covenant in Easement Instrument 8147969.2 - 14.7.2009 at 11:29 am (affects Lot 2 DP 379396 and Section 2 SO 471661)

Land Covenant in Easement Instrument 8307761.1 - 6.7.2010 at 3:04 pm

Subject to a right of way over part Section 2 SO 471661 marked D on SO 471661 and a right of way and right to store light fuel oil over part Section 2 SO 471661 marked F on SO 471661 created by Easement Instrument 8959590.1 - 19.1.2012 at 2:44 pm

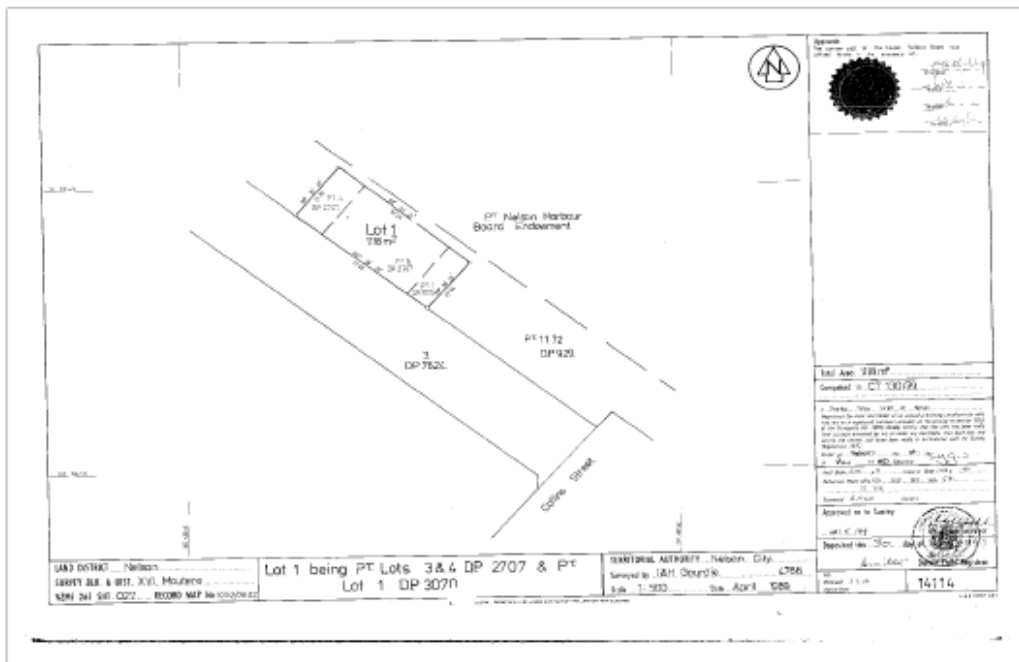
Identifier**658607**

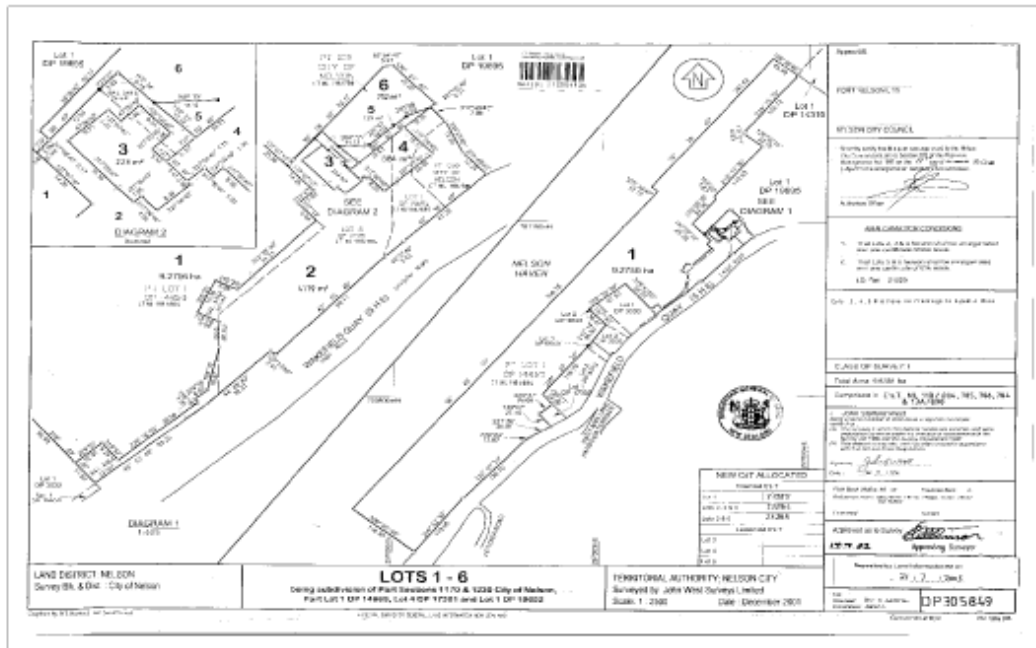
Land Covenant in Easement Instrument 9280208.1 - 24.12.2012 at 7:00 am

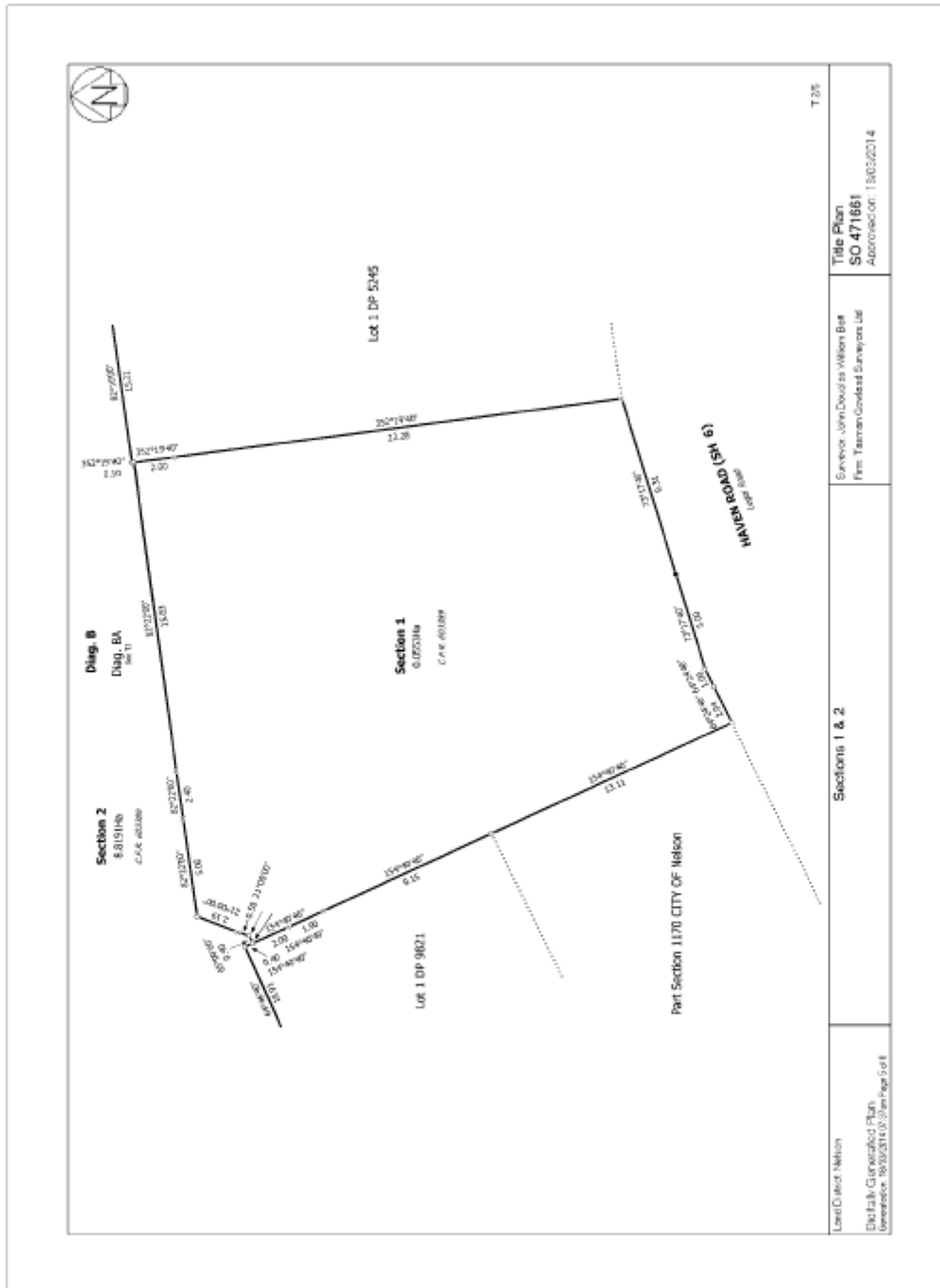
Land Covenant in Easement Instrument 9280208.2 - 24.12.2012 at 7:00 am

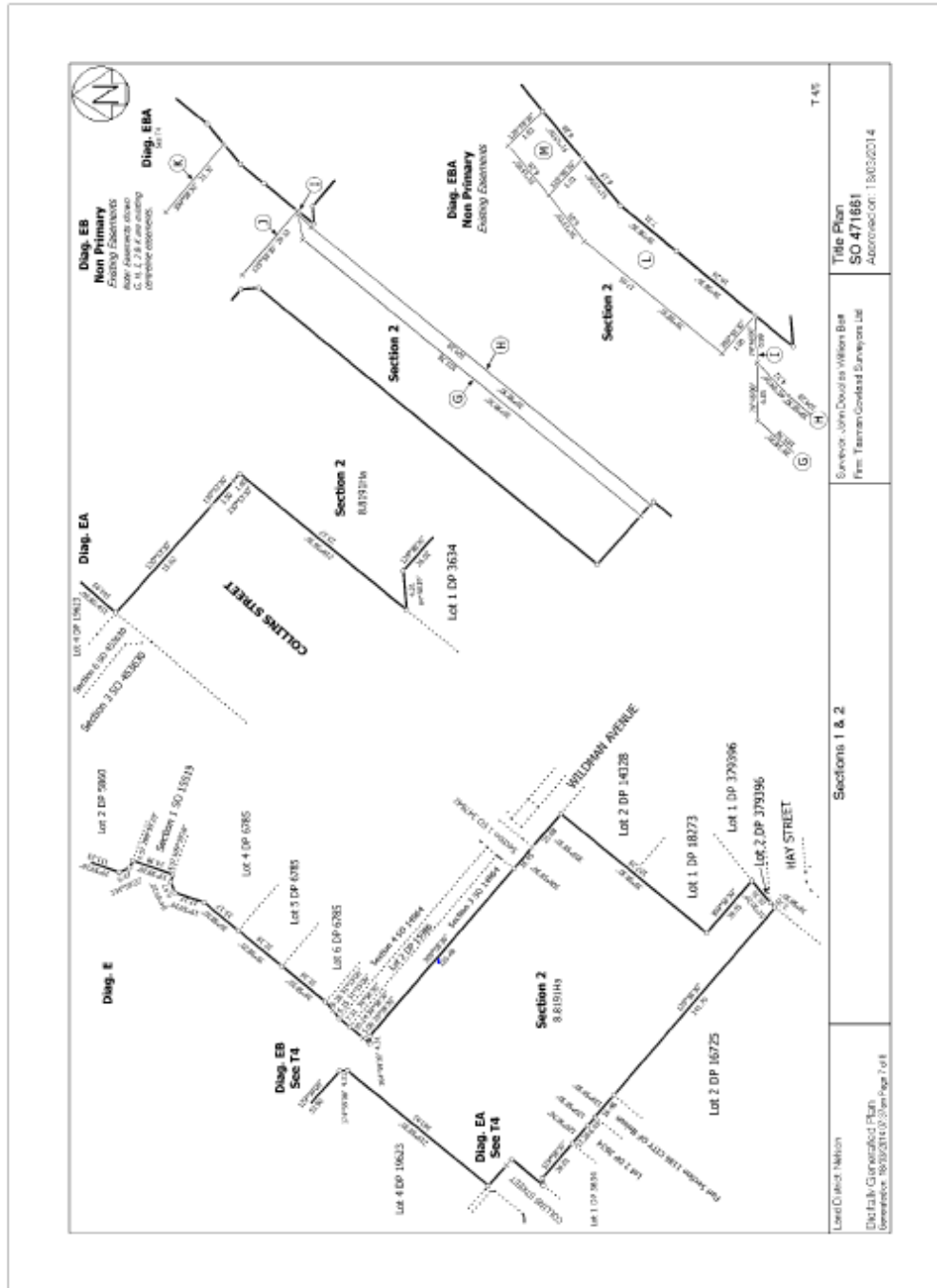
Land Covenant in Easement Instrument 10014739.1 - 9.4.2015 at 9:48 am

11845806.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS RECORD OF TITLE IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (AFFECTS SECTION 2 SURVEY OFFICE PLAN 471661 AND ALSO AFFECTS NL11C/211 and NL8C/906) - 31.8.2020 at 7:00 am

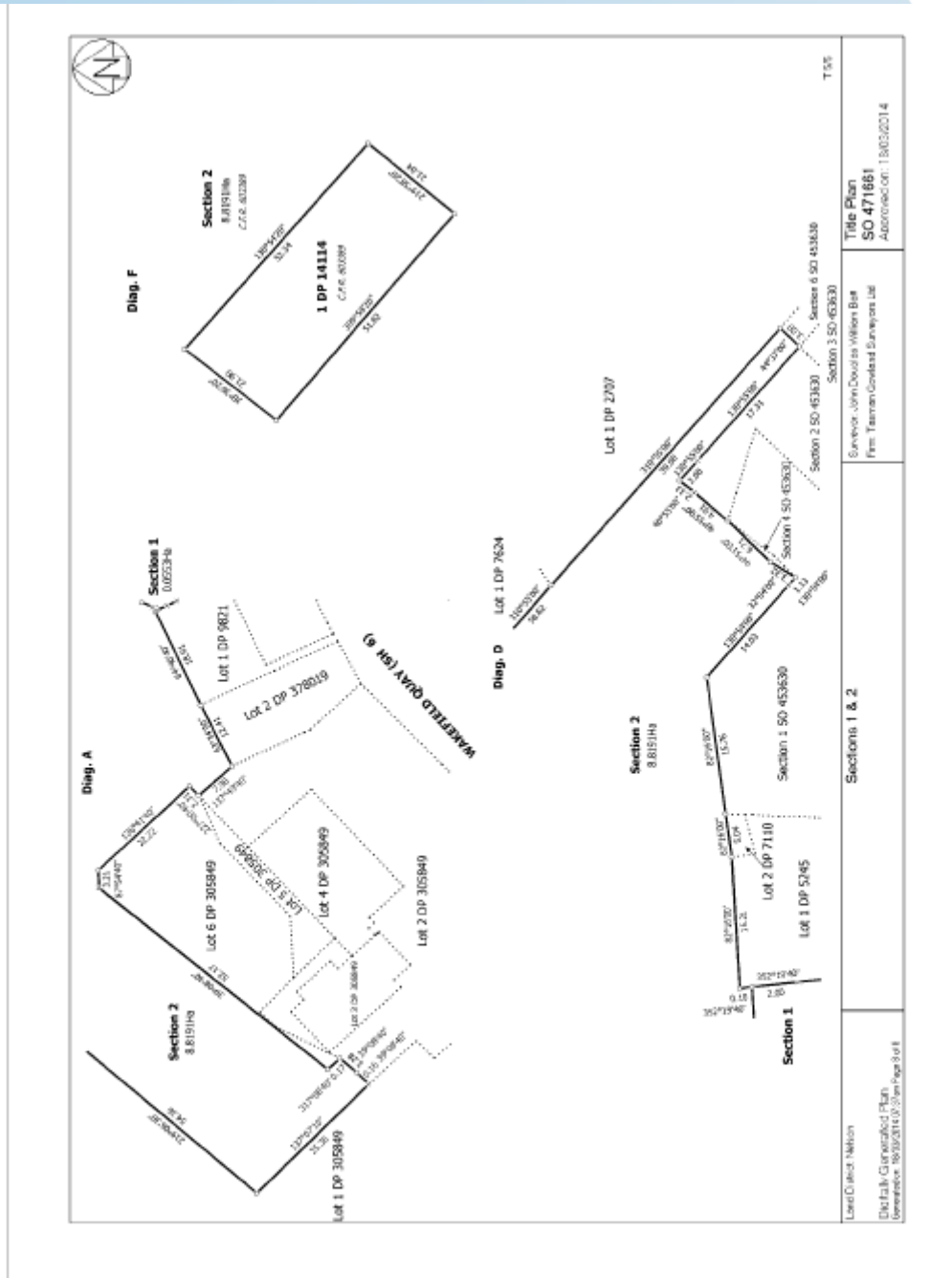


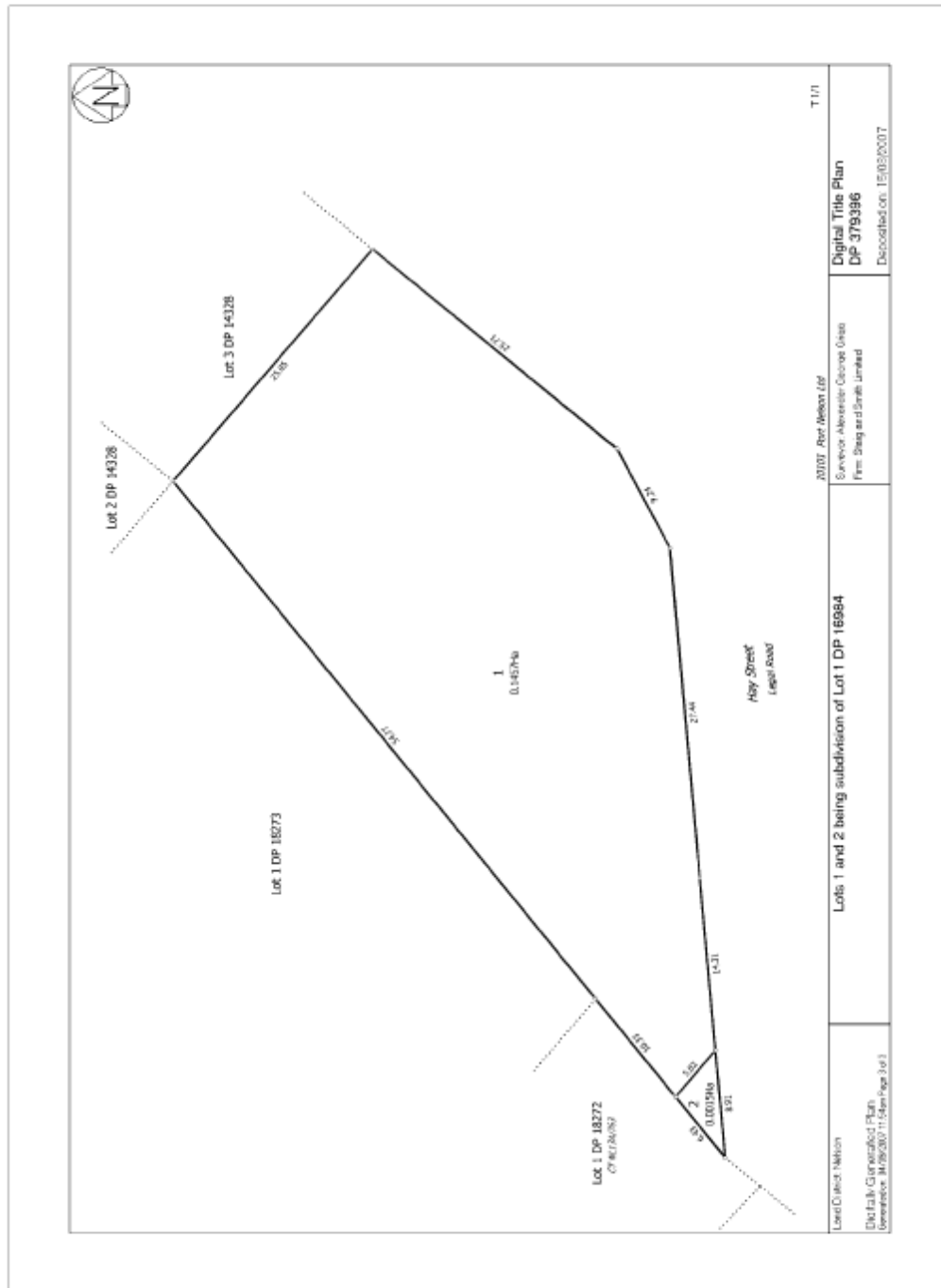






Title Plan
 SO 471861
 Approved on: 18/03/2014
 Surveyor: John David de Wilton Barr
 Firm: Tarran Coastal Surveys Ltd
 Sections 1 & 2
 Land District: Nelson
 District: Glenelg
 Generation: 18/03/2014 09:29am Page 7 of 8







**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



R. W. Muir
Registrar-General
of Land

Identifier **NL11B/883**
Land Registration District **Nelson**
Date Issued 12 December 1995

Prior References

NL9B/976

Estate	Fee Simple
Area	756 square metres more or less
Legal Description	Lot 1 Deposited Plan 17332

Registered Owners

Nelson City Council

Interests

10275289.1 Lease in Renewal of Lease 7323442.1 Term 10 years commencing on 1st January 2016 (Right of Renewal) CT 742687 issued - 27.5.2016 at 3:00 pm



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R. W. Muir
Registrar-General
of Land

Identifier 742687
Land Registration District Nelson
Date Registered 27 May 2016 03:00 pm

Prior References

NL11B/883

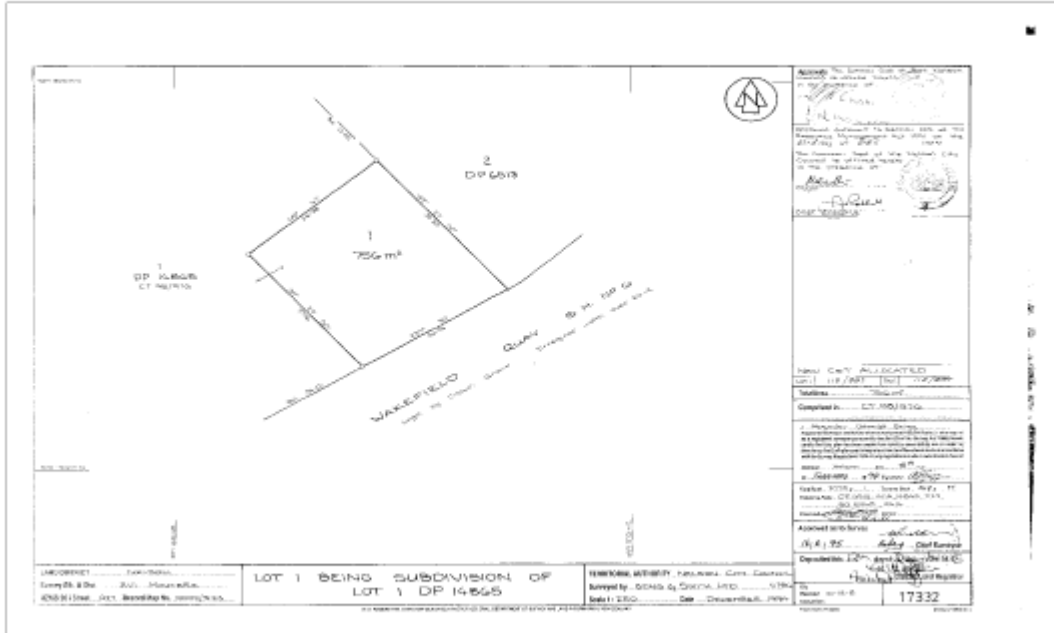
Estate	Leasehold	Instrument	L 10275289.1
Area	756 square metres more or less	Term	Term 10 years commencing on 1st January 2016 (Right of Renewal)

Legal Description Lot 1 Deposited Plan 17332

Registered Owners
The Boathouse Society Limited

Interests

Identifier 742687





**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R. W. Muir
Registrar-General
of Land

Identifier NL6D/952
Land Registration District Nelson
Date Issued 30 August 1983

Prior References

NL141/26

Estate Fee Simple
Area 5570 square metres more or less
Legal Description Lot 2 Deposited Plan 6513

Registered Owners

Nelson City Council

Interests

10215729.1 Lease of Area 1 Deposited Plan 513970 Term 10 years commencing on 1 July 2015 (Right of Renewal)
CIR 796614 issued - 14.10.2016 at 11:17 am

11080348.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER
REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS NL4B/1300)
- 10.4.2018 at 7:00 am



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R.W. Muir
Registrar-General
of Land

Identifier 796614
Land Registration District Nelson
Date Registered 14 October 2016 11:17 am

Prior References

NL6D/952

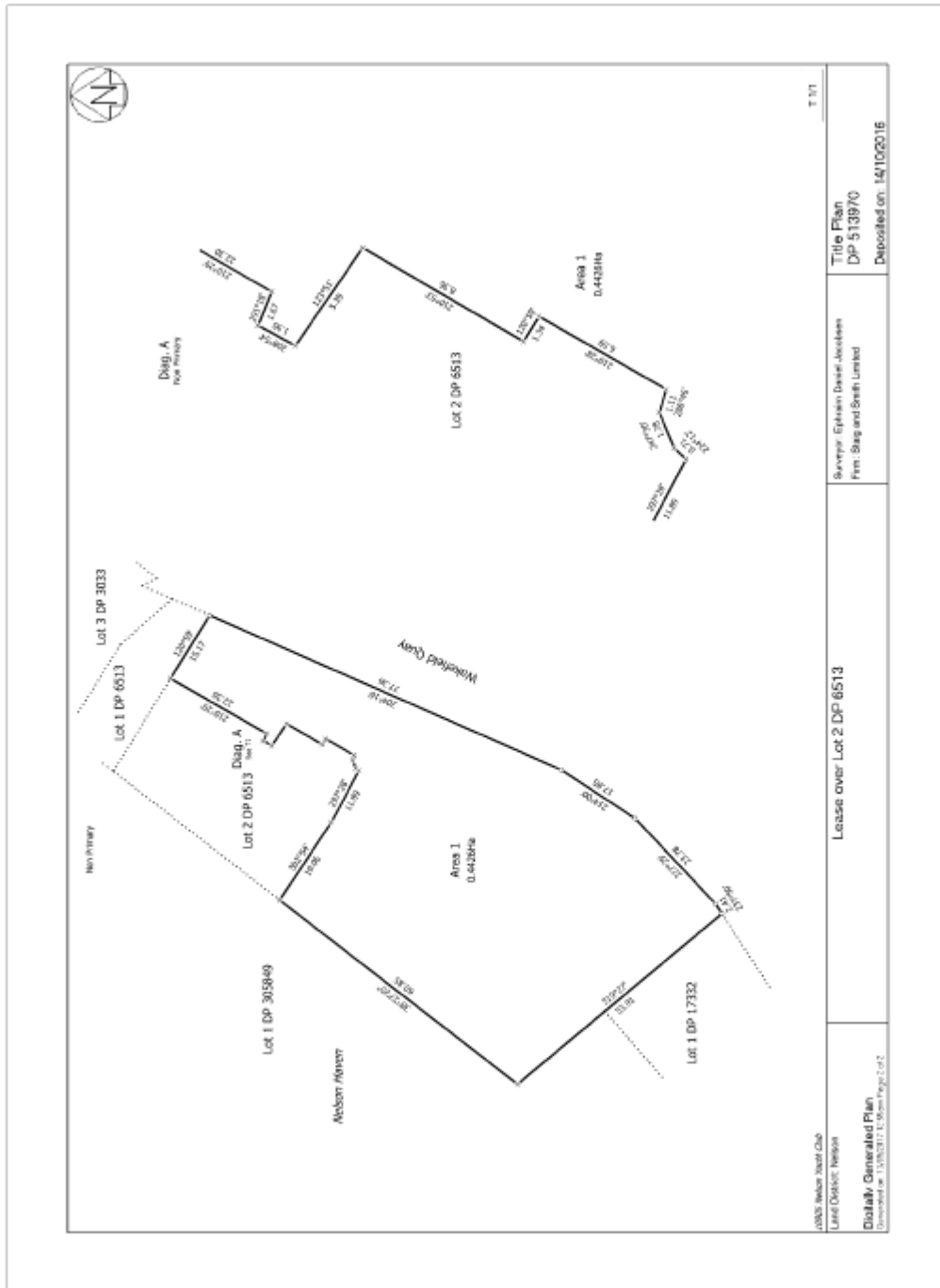
Estate	Leasehold	Instrument	L 10215729.1
Area	4426 square metres more or less	Term	10 years commencing on 1 July 2015 (Right of Renewal)

Legal Description Area 1 Deposited Plan 513970

Registered Owners

Nelson Yacht Club Incorporated

Interests





**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
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Identifier **NL4B/1300**
Land Registration District **Nelson**
Date Issued 06 March 1975

Prior References

NL141/26

Estate Fee Simple
Area 409 square metres more or less
Legal Description Lot 1 Deposited Plan 6513

Registered Owners
Nelson City Council

Interests

11080348.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS NL6D/952)
- 10.4.2018 at 7:00 am



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R. W. Muir
Registrar-General
of Land

Identifier **NL4D/204**
Land Registration District **Nelson**
Date Issued 06 March 1975

Prior References
NL130/39

Estate Fee Simple
Area 2225 square metres more or less
Legal Description Lot 2-3 Deposited Plan 3033

Registered Owners
Nelson City Council

Interests



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
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Identifier **NL9C/879**
Land Registration District **Nelson**
Date Issued 18 October 1991

Prior References

NL8C/925

Estate	Fee Simple
Area	3659 square metres more or less
Legal Description	Lot 1 Deposited Plan 3033 and Section 1 Survey Office Plan 14651

Registered Owners

Nelson City Council

Interests

Land Covenant in Deed 5663284.8 - 21.7.2003 at 9:00 am

Subject to a right to emit noise, dust and smell over all of the land herein created by Transfer 5663284.9 - 21.7.2003 at 9:00 am

8350284.8 Partial Surrender of the Land Covenant created by Land Covenant in Deed 5663284.8 as appurtenant to Part Lot 1 and Part Lot 15 DP 420175 - 13.5.2010 at 9:19 am

8350284.11 Partial Surrender of the Land Covenant created by Transfer 5663284.9 as appurtenant to Part Lot 1 and Part Lot 15 DP 420175 - 13.5.2010 at 9:19 am



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



R. W. Muir
Registrar-General
of Land

Identifier 23284
Land Registration District Nelson
Date Issued 21 July 2003

Prior References

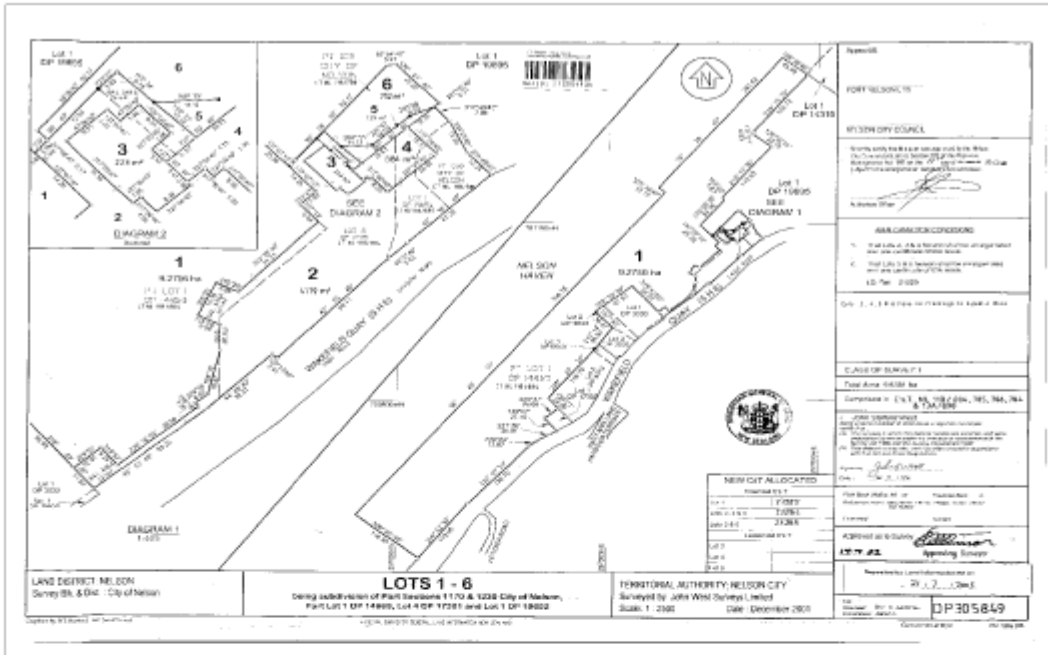
NL11B/784 NL11B/785 NL11B/786
NL11B/884 NL13A/890

Estate Fee Simple
Area 4788 square metres more or less
Legal Description Lot 2-4 Deposited Plan 305849

Registered Owners
The Nelson City Council

Interests

Subject to Section 8 Mining Act 1971 (affects the part formerly comprised in CT NL8B/726 only)
Subject to Section 5 Coal Mines Act 1979 (affects the part formerly comprised in CT NL8B/726 only)
Fencing Covenant in Transfer 351944.3 - 26.9.1995 at 1.48 pm (affects the part formerly CT NL11B/784)
Fencing Covenant in Transfer 394371.1 - 24.1.2000 at 10.43 am (affects the parts formerly CsT NL11B/785 & NL13A/890)
Appurtenant to the parts formerly CsT NL11B/786 & NL11B/884 is a right to emit noise, dust and smell from the within land created by Transfer 5337502.1 - 6.9.2002 at 9:48 am
Subject to Section 241(2) Resource Management Act 1991 (affects DP 305849)
Land Covenant in Deed 5663284.8 - 21.7.2003 at 9:00 am
Subject to a right to emit noise, dust and smell over all of the land herein created by Transfer 5663284.9 - 21.7.2003 at 9:00 am
5663284.10 Lease of Lot 3 Deposited Plan 305849 Term 35 years commencing on 1.8.2002 (Right of renewal) CT 102202 issued - 21.7.2003 at 9:00 am
5663284.11 Lease of Lot 4 Deposited Plan 305849 Term 35 years commencing on 1.8.2002 (Right of renewal) CT 102203 issued - 21.7.2003 at 9:00 am
Subject to a right of way over part Lot 2 DP 305849 marked A on DP 378019 created by Easement Instrument 7976914.4 - 24.10.2008 at 9:00 am
8350284.8 Partial Surrender of the Land Covenant created by Land Covenant in Deed 5663284.8 as appurtenant to Part Lot 1 and Part Lot 15 DP 420175 - 13.5.2010 at 9:19 am
8350284.11 Partial Surrender of the Land Covenant created by Transfer 5663284.9 as appurtenant to Part Lot 1 and Part Lot 15 DP 420175 - 13.5.2010 at 9:19 am





**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
LEASEHOLD
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R. W. Muir
Registrar-General
of Land

Identifier **102202**
Land Registration District **Nelson**
Date Registered 21 July 2003 09:00 am

Prior References
23284

Estate	Leasehold	Instrument	L 5663284.10
Area	223 square metres more or less	Term	35 years commencing on 1.8.2002 (Right of renewal)

Legal Description Lot 3 Deposited Plan 305849

Registered Owners
Seafront Properties Limited

Interests



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R.W. Muir
Registrar-General
of Land

Identifier **102203**
Land Registration District **Nelson**
Date Registered 21 July 2003 09:00 am

Prior References

23284

Estate	Leasehold	Instrument	L 5663284.11
Area	386 square metres more or less	Term	35 years commencing on 1.8.2002 (Right of renewal)

Legal Description Lot 4 Deposited Plan 305849

Registered Owners

Seafront Properties Limited

Interests



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
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Identifier **356286**
Land Registration District **Nelson**
Date Issued 24 October 2008

Prior References

319341

Estate	Fee Simple
Area	313 square metres more or less
Legal Description	Lot 2 Deposited Plan 378019

Registered Owners

Nelson City Council

Interests

Appurtenant hereto is a right to emit noise, dust and smell from the within land created by Transfer 5337502.1 - 6.9.2002 at 9:48 am

Land Covenant in Deed 5663284.8 - 21.7.2003 at 9:00 am

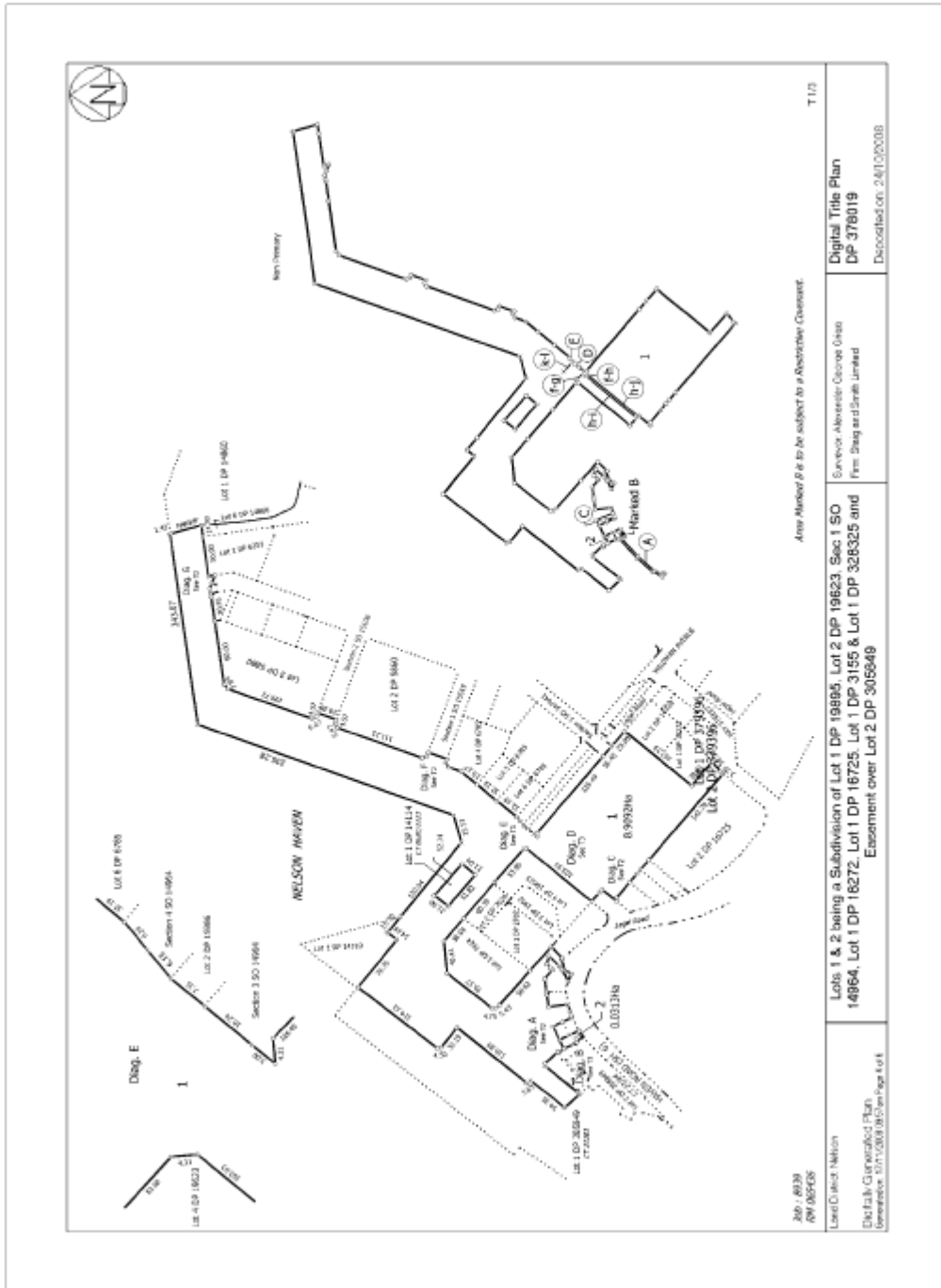
Appurtenant hereto is a right to emit noise, dust and smell created by Transfer 5663284.9 - 21.7.2003 at 9:00 am

Land Covenant in Transfer 7563821.1 - 4.10.2007 at 9:00 am

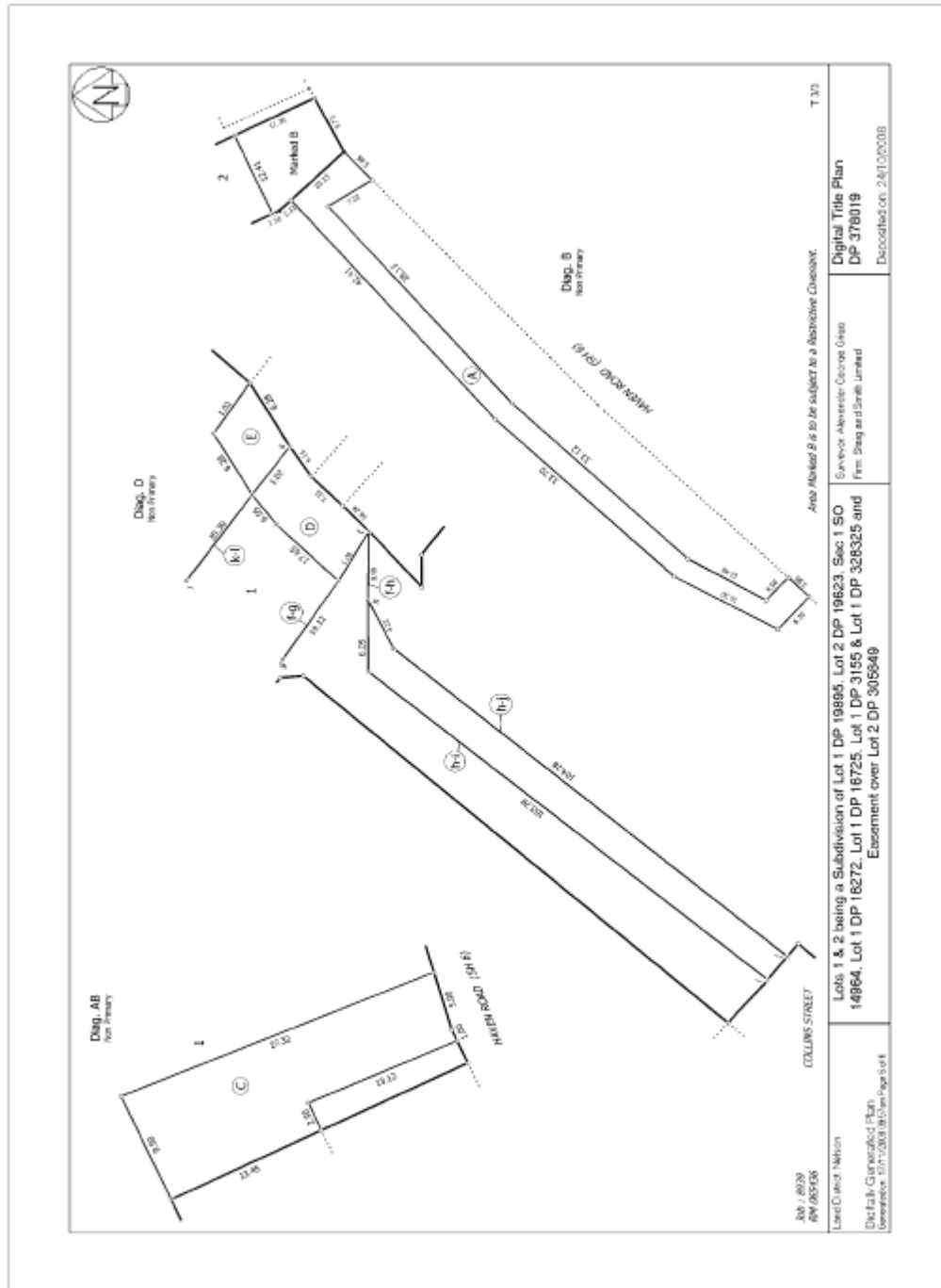
Appurtenant hereto is a right of way created by Easement Instrument 7976914.4 - 24.10.2008 at 9:00 am

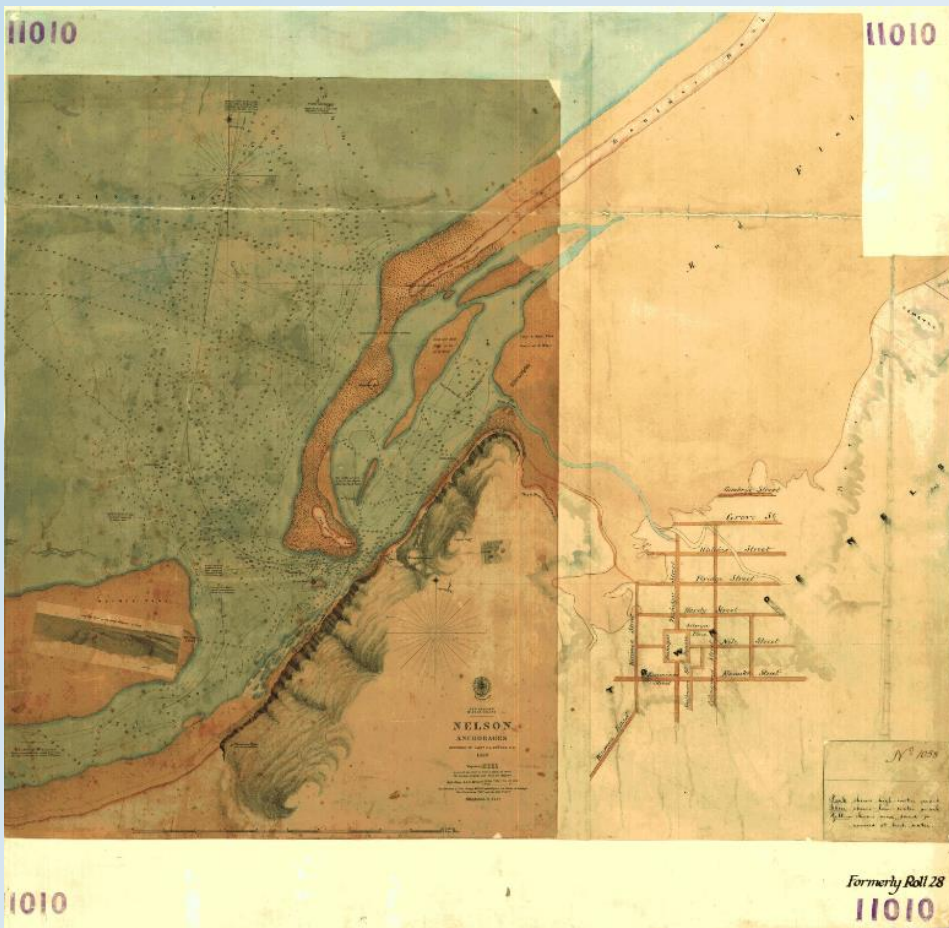
Land Covenant in Easement Instrument 8147969.2 - 14.7.2009 at 11:29 am

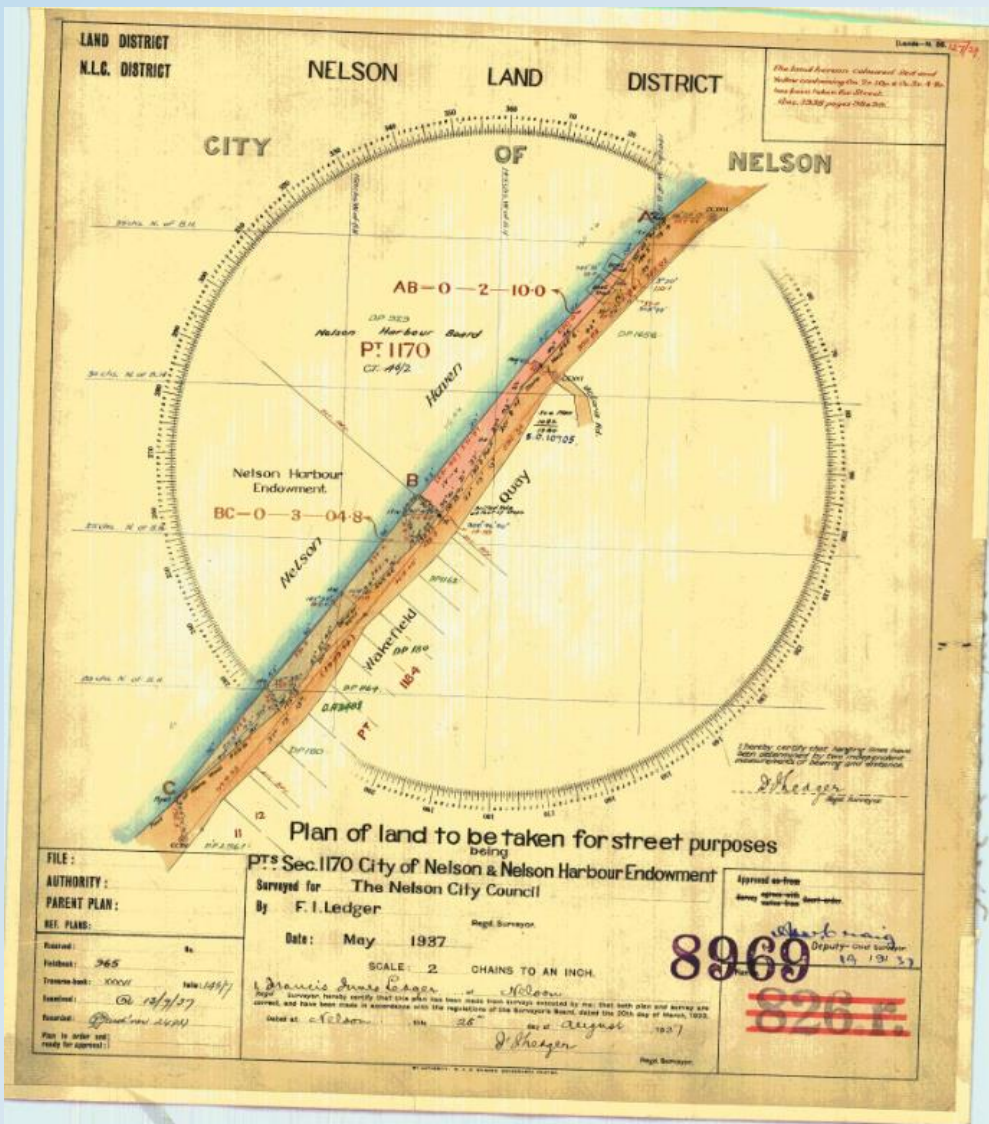
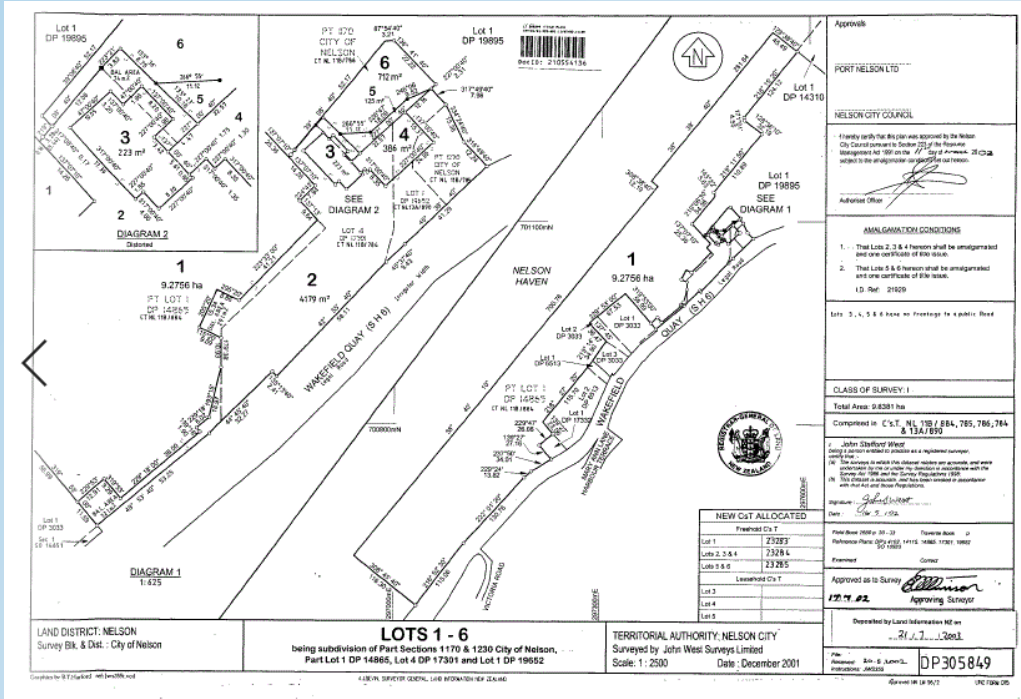
Land Covenant in Easement Instrument 8307761.1 - 6.7.2010 at 3:04 pm

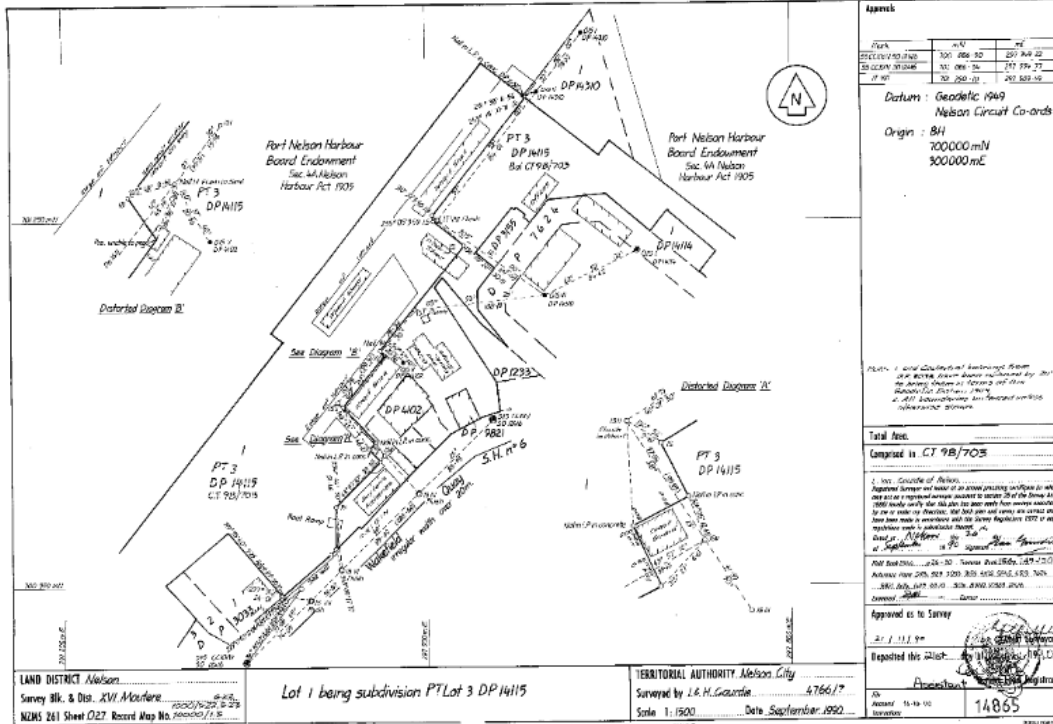


280 : 8939 RW 06505	Lot 1 & 2 being a Subdivision of Lot 1 DP 19895, Lot 2 DP 19823, Sec 1 SO 14964, Lot 1 DP 16725, Lot 1 DP 3155 & Lot 1 DP 328325 and Easement over Lot 2 DP 305549	Surveyor Alexander George Oates Firm Dig and Draft Limited	T 1/7
Lowland Nelson D101210-C (revised) Title Generation: 1/17/2010 10:23 am Page 4 of 4		Digital Title Plan DP 378019	Deposited on: 24/10/2008

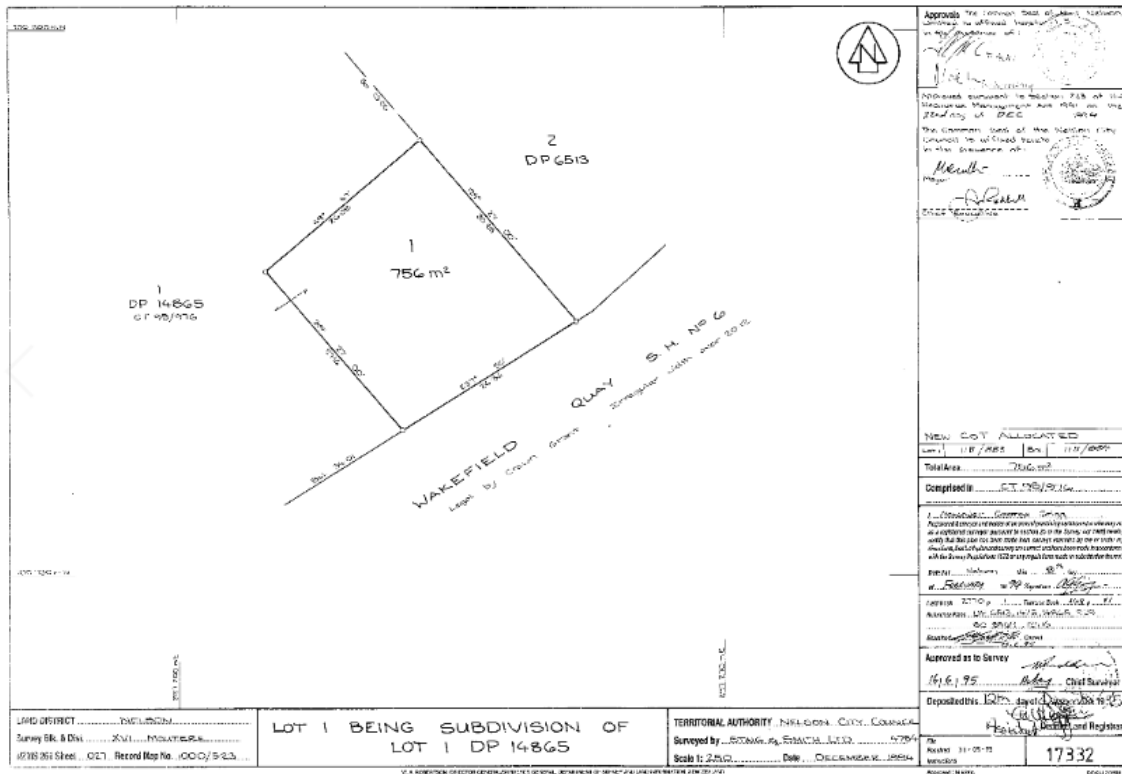




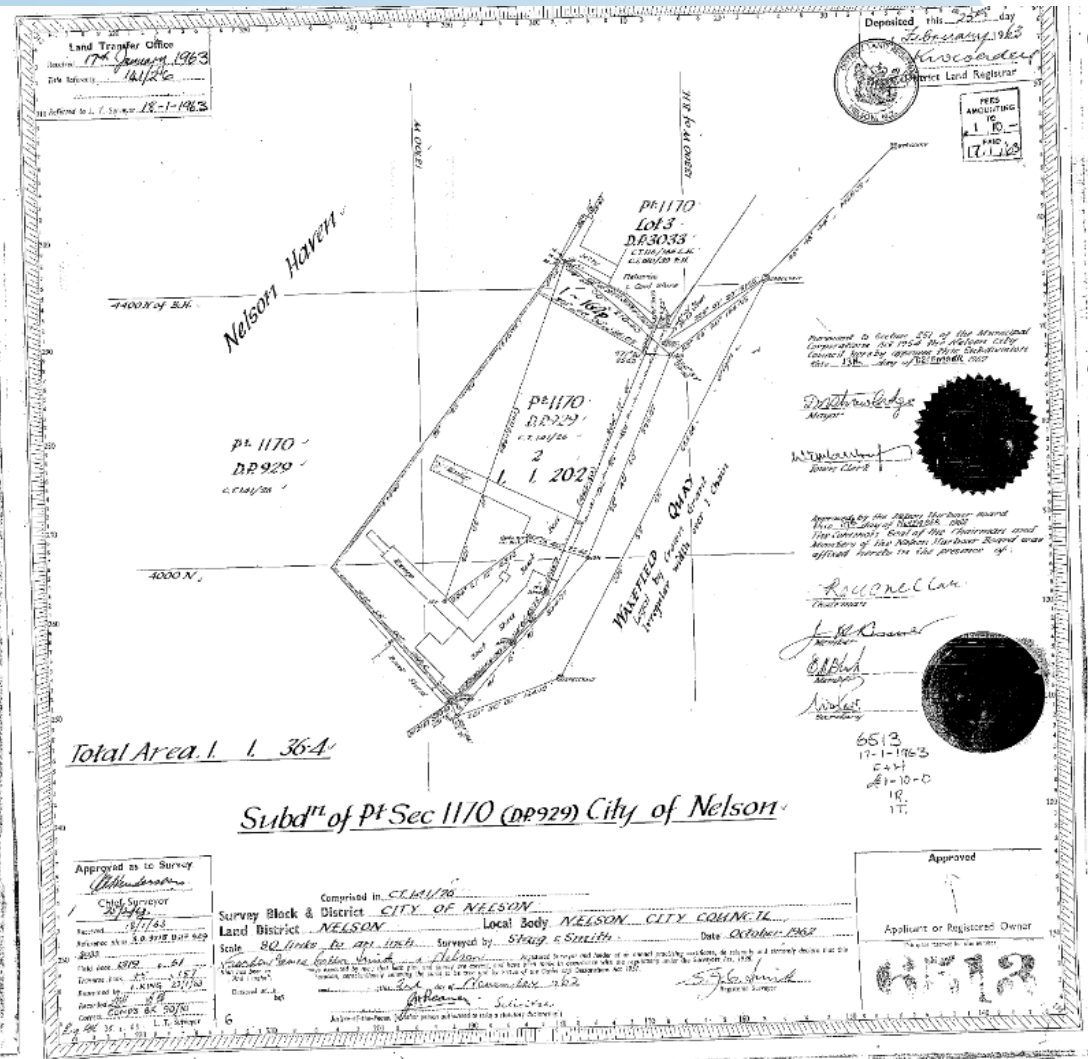




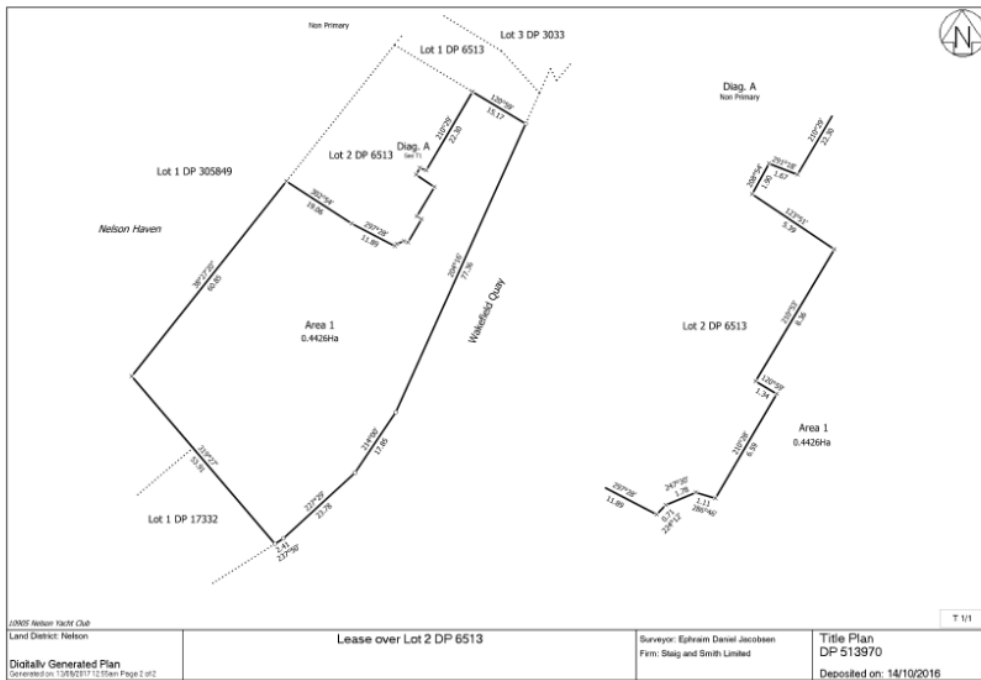
Microbox Microfilm Records (Waikeato) Ltd. Hamilton
 and Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified April 2001, Plan is probably current as at 05-08-2021

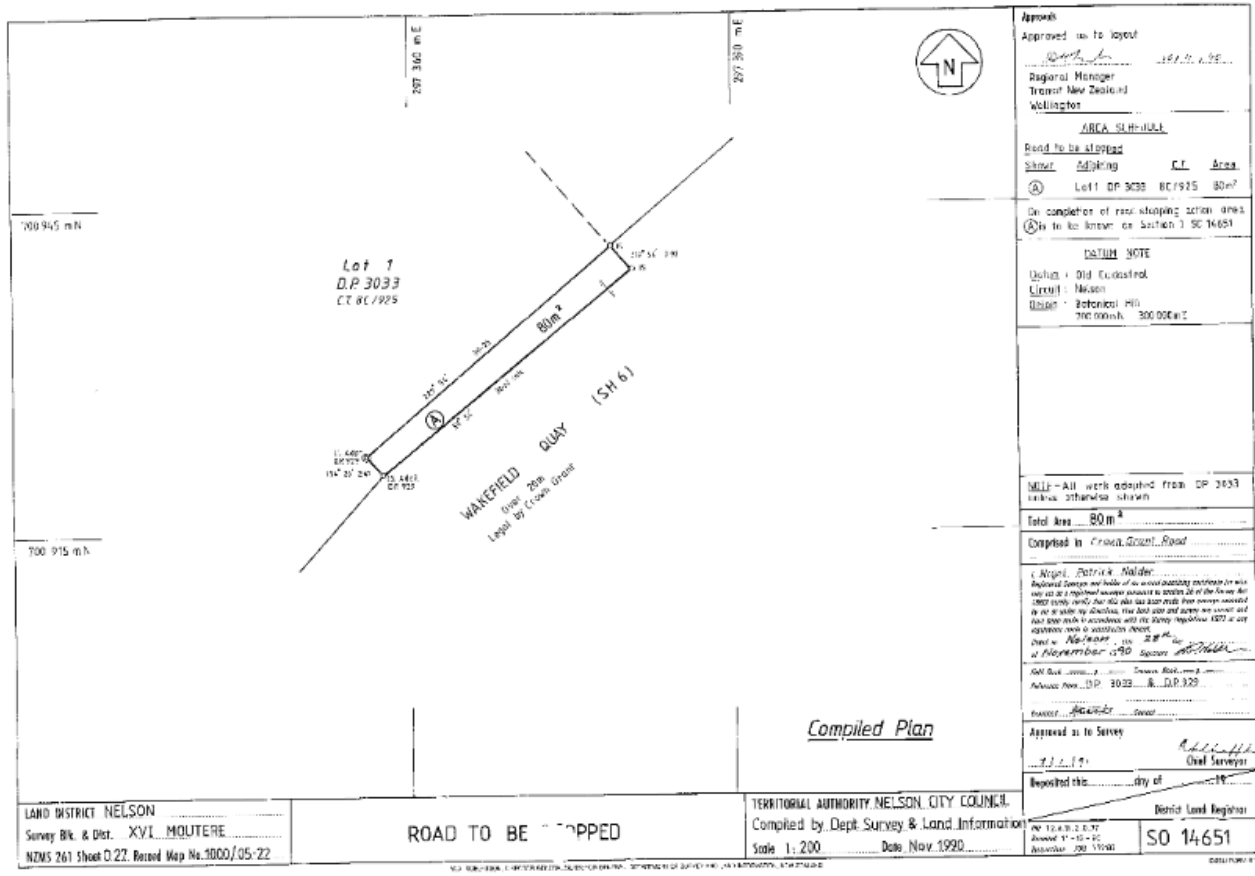
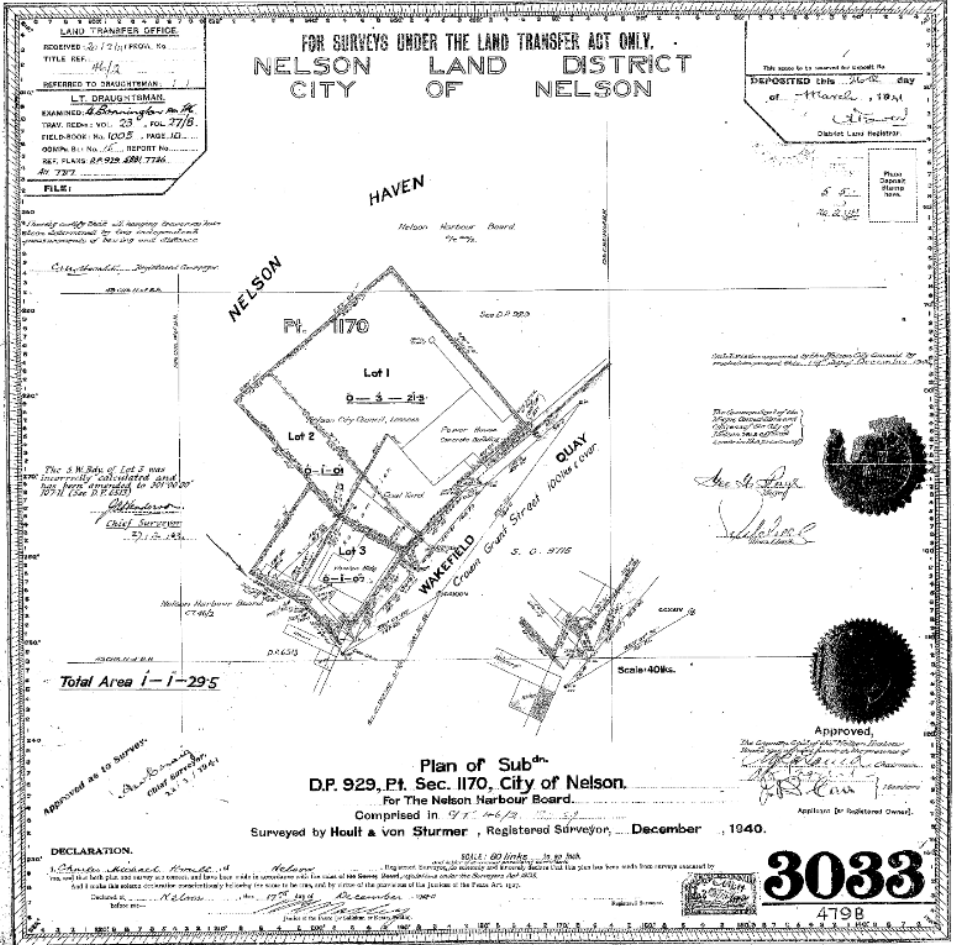


Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified April 2001, Plan is probably current as at 27-05-2021



Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified April 2001, Plan is probably current as at 27-05-2021







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 AECOM Australia Pty Ltd
 A & A St 200 405 405
 www.aecom.com

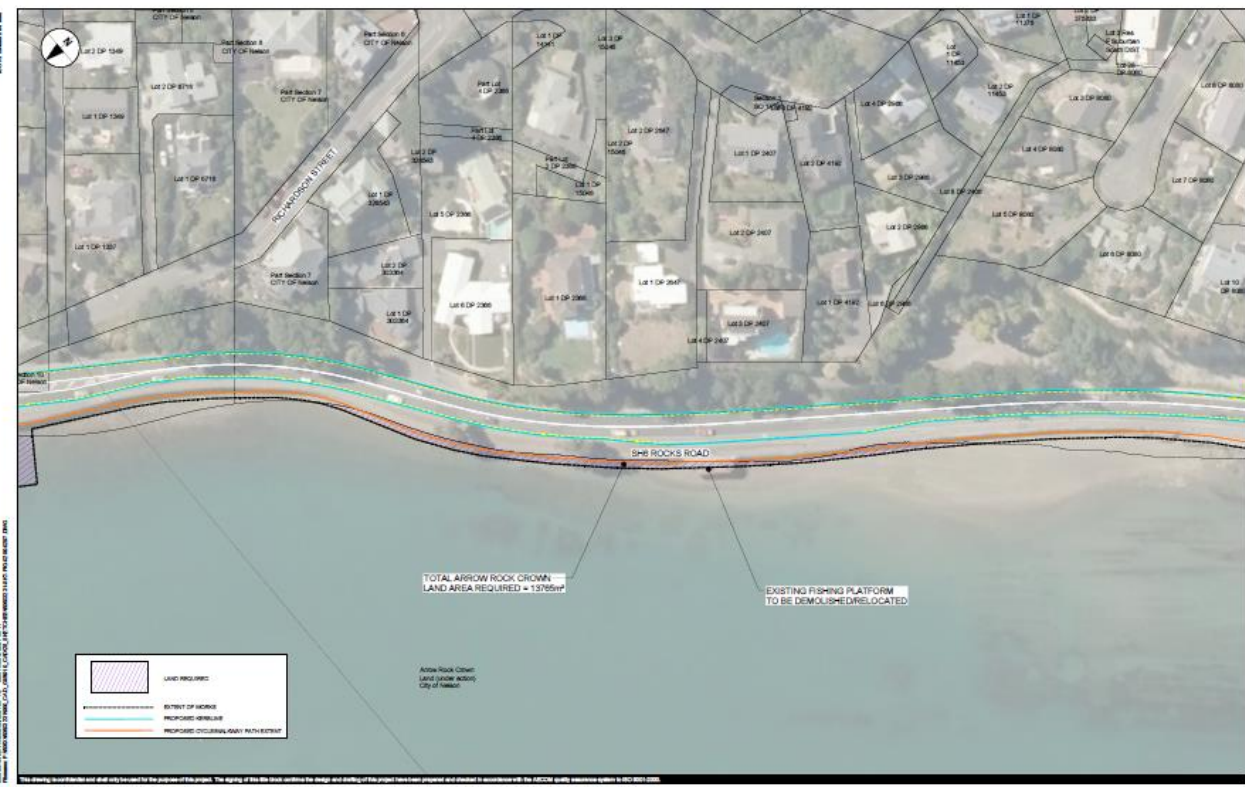
PROJECT
 NELSON FUTURE ACCESS STUDY
 DETAILED BUSINESS CASE

CLIENTS
 WAKA KOTAHĪ
 NZ TRANSPORT AGENCY
 Nelson City Council
 Te Kaitiaki o te ōhaki

FOR INFORMATION ONLY

PROJECT MANAGEMENT DETAILS			SUBAPPROVAL		PROJECT NUMBER	
DESIGNER	CHECKED	APPROVED	DATE	DESCRIPTION	NO	DESCRIPTION
						0000231
						SHEET TITLE
						NELSON FUTURE ACCESS
						ROCKS ROAD WALKING & CYCLING FACILITY
						PRELIMINARY LAND REQUISITION PLAN
						SHEET NUMBER
						FIG-0202

1700 (01) 1 1000 (02)



AECOM CONSULTANT
 AECOM Australia Pty Ltd
 A & A St 200 405 405
 www.aecom.com

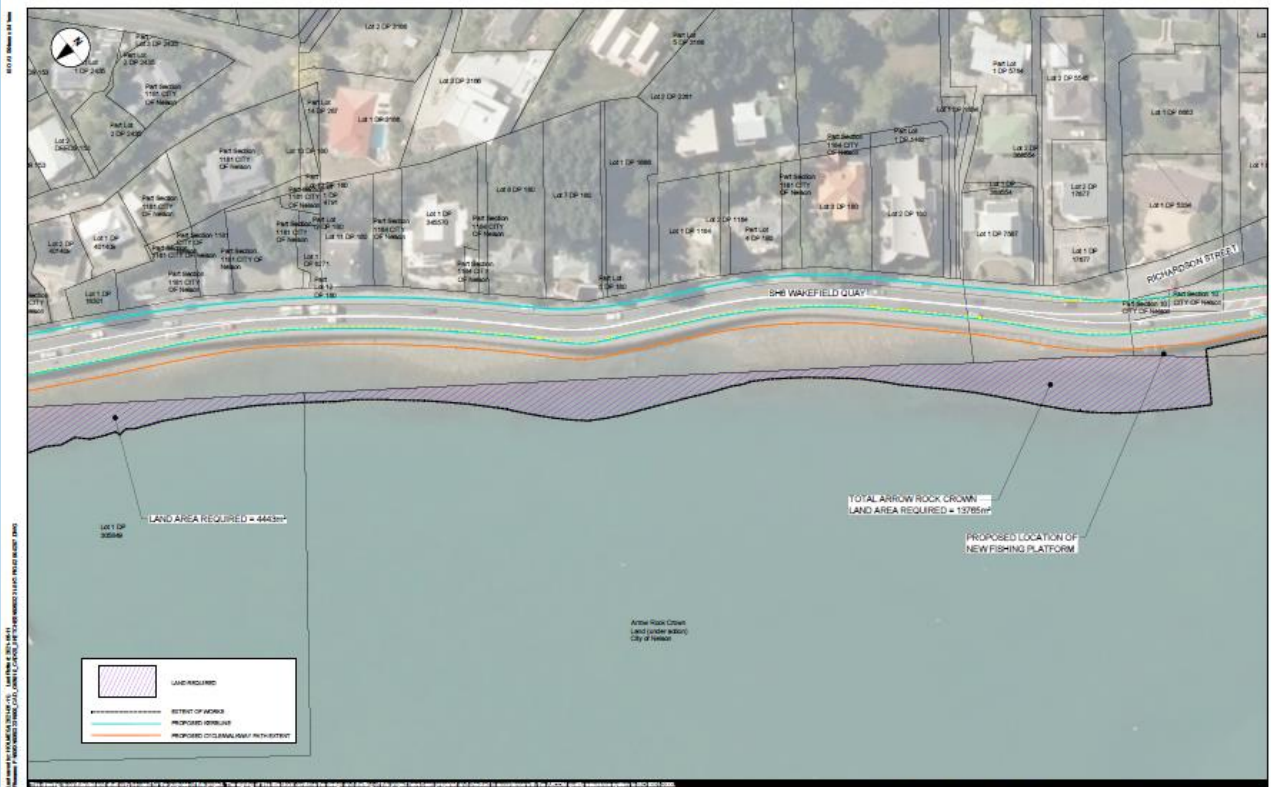
PROJECT
 NELSON FUTURE ACCESS STUDY
 DETAILED BUSINESS CASE

CLIENTS
 WAKA KOTAHĪ
 NZ TRANSPORT AGENCY
 Nelson City Council
 Te Kaitiaki o te ōhaki

FOR INFORMATION ONLY

PROJECT MANAGEMENT DETAILS			SUBAPPROVAL		PROJECT NUMBER	
DESIGNER	CHECKED	APPROVED	DATE	DESCRIPTION	NO	DESCRIPTION
						0000231
						SHEET TITLE
						NELSON FUTURE ACCESS
						ROCKS ROAD WALKING & CYCLING FACILITY
						PRELIMINARY LAND REQUISITION PLAN
						SHEET NUMBER
						FIG-0203

1700 (01) 1 1000 (03)



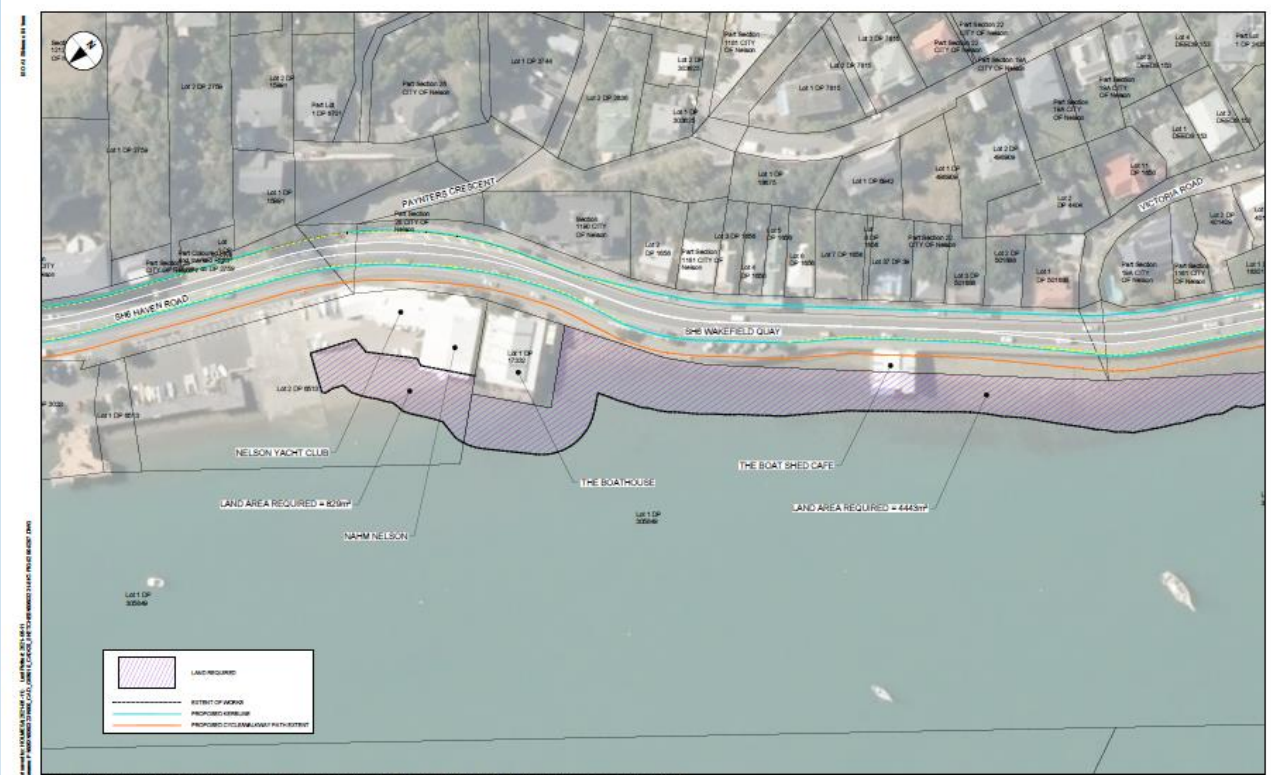
AECOM CONSULTANT
 Nelson Future Access Study Detailed Business Case

CLIENTS
 WAKA KOTAHĪ NZ TRANSPORT AGENCY
 Nelson City Council

FOR INFORMATION ONLY

PROJECT MANAGEMENT DETAILS			ISSUE/REVISION			PROJECT NUMBER	
DESIGN	CHECKED	APPROVED	NO	DATE	DESCRIPTION	SUBSET NUMBER	SHEET NUMBER
						00003231	00003231
							NELSON FUTURE ACCESS
							ROCKS ROAD WALKING & CYCLING FACILITY
							PRELIMINARY LAND REQUIREMENT PLAN
							SUBSET NUMBER
							FIG-0204

1700 (01) / 1000 (02)



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 Nelson Future Access Study Detailed Business Case

CLIENTS
 WAKA KOTAHĪ NZ TRANSPORT AGENCY
 Nelson City Council

FOR INFORMATION ONLY

PROJECT MANAGEMENT DETAILS			ISSUE/REVISION			PROJECT NUMBER	
DESIGN	CHECKED	APPROVED	NO	DATE	DESCRIPTION	SUBSET NUMBER	SHEET NUMBER
						00003231	00003231
							NELSON FUTURE ACCESS
							ROCKS ROAD WALKING & CYCLING FACILITY
							PRELIMINARY LAND REQUIREMENT PLAN
							SUBSET NUMBER
							FIG-0205

1700 (01) / 1000 (02)



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 Nelson Future Access Study
 Nelson Future Access Study
 Detailed Business Case

CLIENTS
 WAKA KOTAHİ NZ TRANSPORT AGENCY
 Nelson City Council

PROJECT MANAGEMENT DETAILS
 FOR INFORMATION ONLY
 DESIGN CHECKED APPROVED

NO	DATE	DESCRIPTION

PROJECT NUMBER
00003231

SHEET TITLE
NELSON FUTURE ACCESS
ROCKS ROAD WALKING & CYCLING FACILITY
PRELIMINARY LAND REQUIREMENT PLAN

SHEET NUMBER
FIG-0256



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 Nelson Future Access Study
 Detailed Business Case

CLIENTS
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 Nelson City Council

PROJECT MANAGEMENT DETAILS
 FOR INFORMATION ONLY
 DESIGN CHECKED APPROVED

NO	DATE	DESCRIPTION

PROJECT NUMBER
00003231

SHEET TITLE
NELSON FUTURE ACCESS
ROCKS ROAD WALKING & CYCLING FACILITY
PRELIMINARY LAND REQUIREMENT PLAN

SHEET NUMBER
FIG-0257

wsp

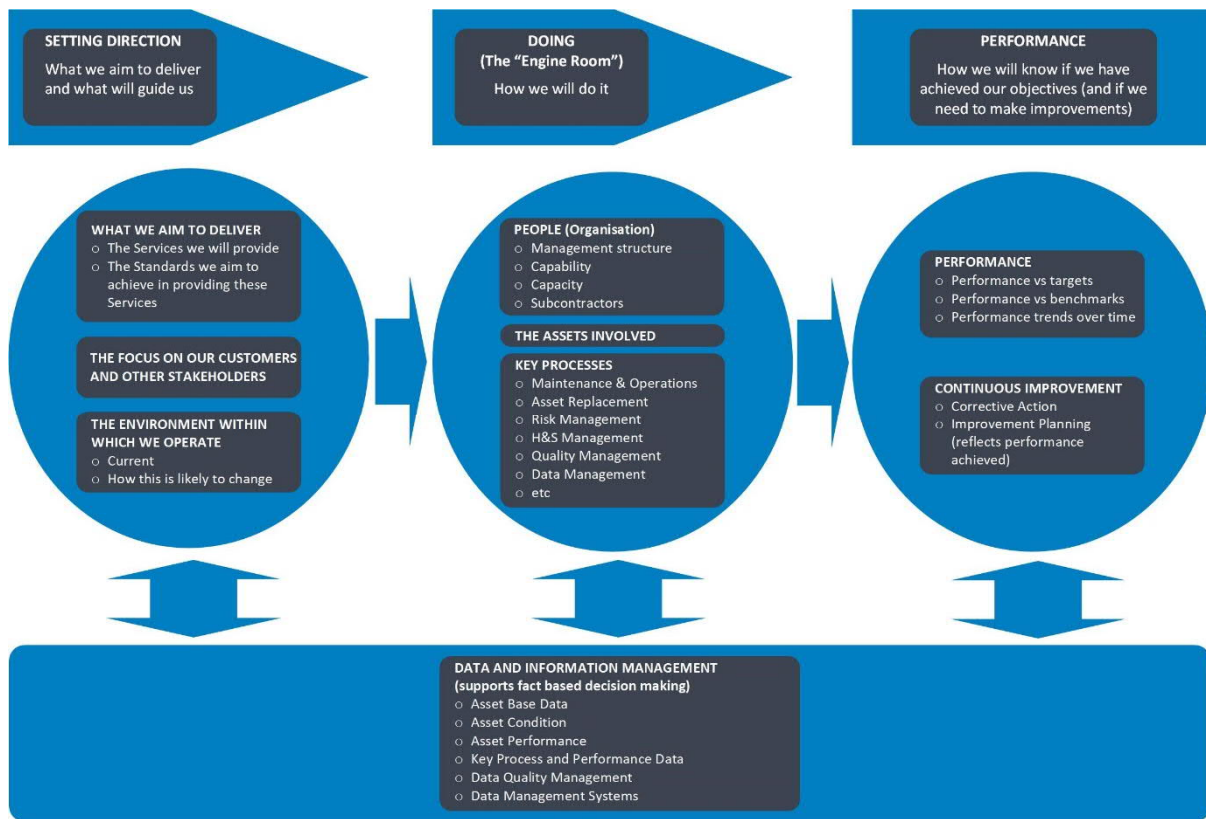
wsp.com/nz

Nelson Future Access – DRAFT Asset Management Plan

This Nelson Future Access – Draft Asset Management Plan is to be completed in the Pre Implementation Phase of the project

Asset Management Plans are founded on a statement of the services to be delivered and of the Standards to be achieved in delivering these services. They summarise the business process used to deliver services to these required standards, sustainably into the future and provide transparency and confidence to senior leadership and other stakeholders in the adequacy of the management of these services.

We suggest the following approach as the basis for the structure of the Asset Management Plans for the Nelson Future Management Assets:



Asset Management Process

You will note that the approach indicated by this Asset Management Process is consistent with Deming's Plan – Do – Check – Act cycle. The British Standards Institution states *that "Plan-Do-Check-Act (PDCA) is the operating principle of ISO 55001"*¹. This approach also reflects Stephen Covey's² Habit #2 – *"Begin with the End in Mind"*, the widely accepted *"Baldrige Excellence Framework"*³, and the *"International Infrastructure Management Manual"*⁴.

¹ "ISO 55001:2014 Asset management — Management systems — Requirements"

² Stephen Covey "The 7 Habits of Highly Effective People"

³ "Baldrige Excellence Framework" (also known as "Criteria for Performance Excellence" published by National Institute of Standards and Technology (NIST), U.S. Department of Commerce

⁴ "International Infrastructure Management Manual" (IIMM) published by The Institute of Public Works Engineering Australasia (IPWEA)

We believe it is important to understand the Asset Management Process sitting behind the Asset Management Plan and adopt a structure for our Asset Management Plan which reflects this process.

Suggested Structure for Nelson Future Access Asset Management Plan

- 1 Introduction (Material in this section is very high level)
 - 1.1 The Purpose of this Asset Management Plan
 - 1.2 How this Asset Management Plan fits into the Nelson Future Access Project
 - 1.3 Why We Provide the Service
 - 1.4 Benefits arising from this Service
 - 1.5 Brief description of what we do
 - 1.6 The Principal Issues and Risks We Face
- 2 What we aim to Deliver
 - 2.1 The services we provide
 - 2.2 The standards we aim to achieve in providing these services
 - 2.2.1 Customer facing standards
 - 2.2.2 Technical Standards
- 3 The Focus on Our Customers and Stakeholders
 - 3.1 Our Customers and Stakeholders
 - 3.2 How we communicate with our Customers and Stakeholders (inwards & outwards, proactive and reactive)
- 4 The Environment within which we operate
 - 4.1 Applicable Legislation and Regulations
 - 4.2 Nelson City Council requirements
 - 4.3 Waka Kotahi Requirements
 - 4.4 Consent Requirements
 - 4.5 How our operating environment is expected to change going forward
- 5 How We Manage this Activity
 - 5.1 Management structure
 - 5.2 Key Relationships
 - 5.3 Insourcing/outsourcing
 - 5.4 Management of subcontractors
- 6 The Assets we manage
 - 6.1 Asset Register Summary (Assets covered by this AMP)
 - 6.2 Asset Condition and Performance
 - 6.3 Asset valuation
- 7 Service Capability
 - 7.1 Performance issues
 - 7.2 Service gap assessment
- 8 Lifecycle Asset Management Programmes (preferred option)
 - 8.1 Management Programme
 - 8.1.1 Ongoing Management strategies
 - 8.1.2 Ongoing Management Financial Forecast (whole of life)
 - 8.2 Operations and Maintenance Programme
 - 8.2.1 Key AM operation and maintenance issues identified in the SID workshop that will need to be addressed

- 8.2.2 Operations and Maintenance strategies
- 8.2.3 Operations and Maintenance Financial Forecast (whole of life)
- 8.3 Asset Renewal Programme
 - 8.3.1 Asset Renewal strategies
 - 8.3.2 Asset Renewal Financial Forecast (whole of life)
- 8.4 Asset Development Programme - Works to close Current and Expected Service gaps
 - 8.4.1 Asset Development strategies
 - 8.4.2 Asset Development Financial Forecast (whole of life)
- 9 Financial Summaries
 - 9.1 10 year Consolidated Financial Forecast
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- 14 Quality Assurance
 - 14.1 Quality Assurance System

App A Schedule of New Infrastructure on Rocks Road

	Asset Item	Approx Quantity (Indicative only - to be updated following Construction)	Unit
1	Earthworks		
1.1	Reclamation fill	40,800	CuM
1.2	Primary Armour	14,000	CuM
1.3	Secondary Armour	7,000	CuM
1.4	Sediment control (silt curtain)	500	SqM
2	Monitoring equipment		
2.1	Geotechnical monitoring (inclinometers, piezometers)	1	Group
3	Drainage		
3.1	Culvert extensions through revetment (incl headwalls, chambers & rip-rap)	1	Group
3.2	Kerbing incl subsoils	4,500	m
3.3	Surface water channel incl subsoils	500	m

3.4	Stormwater main	2,500	m
3.5	Stormwater manholes	30	ea
3.6	Stormwater sumps and connections through revetment	50	ea
3.7	Raised sumps	50	ea
3.8	Treatment devices	50	ea
3.9	Headwall structures in rock revetment	50	ea
3.10	Pipe outlet through retaining wall	9	ea
4	Pavement and Surfacing		
4.1	Road subgrade	15,500	SqM
4.2	Road sub-base	3,000	SqM
4.3	Road base	3,000	SqM
4.4	Cycleway/Footpath base	12,500	SqM
4.5	Cycleway/Footpath surfacing (asphaltic concrete)	8,000	SqM
4.6	Cycleway/Footpath surfacing (concrete)	4,500	SqM
4.7	Surfacing - existing carpark areas	2,000	SqM
4.8	Carriageway overlay (100mm asphaltic concrete)	13,000	SqM
4.9	Adjusted service covers	50	No
5	Retaining Walls		
5.1	Retaining walls (reinforced concrete block - avg 6m height)	8,280	CuM
6	Traffic Services		
6.1	Traffic verge barrier	1	No
6.2	Pavement markings, pavement markers	1	Group
6.3	Road signs, wayfinding signage	1	Group
6.4	Traffic signals for signalised crossing	1	No
6.5	Lighting - new poles and lanterns	55	ea
6.6	CCTV - incl fibre, pits & connection to fibre network	1	Group
6.7	Variable Message Signs	4	ea
6.8	Electrical cabling, ducting, connection to cabinets (control & power)	2,500	m
6.9	Bus/cycleway green/red surfacing and markings	1	Group
7	Landscaping and Urban Design		
7.1	General landscaping (aesthetic and environmental)	15,000	SqM
7.2	Chain link fence	2,000	m
7.3	Balustrade	2,000	m
7.4	Streetscaping	5	No
7.5	Traffic islands	8	No
7.6	Pedestrian Crossings (incl kerb & tactile pavers & grab rails)	8	No
7.7	Urban design features to structures, barriers, retaining walls etc.	1	Group

App B Operations and Maintenance Plan

DRAFT

Boffa Miskell 

NELSON FUTURE ACCESS PROJECT - STAGE 2

BASELINE URBAN AND LANDSCAPE DESIGN FRAMEWORK

04 SEPTEMBER 2021



DOCUMENT QUALITY ASSURANCE

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INTRODUCTION



INTRODUCTION

BACKGROUND

- Waka Kotahi NZ Transport Agency is working with Nelson City Council (NCC) and local iwi to develop a package of improvements to address transport issues in Nelson over the next 30 years. The project will help develop proposals to provide for Nelson's current and future transport needs.
- It will recognise community aspirations for a thriving CBD; a world-class waterfront; a healthy environment; and a safe, accessible and resilient transport system.
- In July 2020, we asked the Nelson community for feedback on 3 potential long-term transport options for Nelson. We recorded 11,545 visits to our online feedback platform and around 345 people attended our community information sessions.
- In May/June 2021 we completed the second phase of community engagement where we sought further feedback on the Short-term and other improvements package, Rocks Road walking and cycling path.

NFAP PROJECT OBJECTIVES

1. Identify customer needs and growth pressures in the study area
2. Define the existing and future function of key transport corridors (for all modes) in the study area, to deliver a safe, accessible and resilient network cognisant of Nelson City Council's goals, the needs of customers and the wider community.
3. Make best use of existing infrastructure and services as well as new/emerging technologies.
4. Ensure integration of land use and transport systems to reduce the dependency on private single-occupancy motor vehicles
5. Investigate and identify a package of measures that could be progressed on SH6 Rocks Road which enhances walking and cycling and supports Nelson City Council's vision for a world class waterfront
6. Investigate and make recommendations in respect of the key journeys between Nelson City's centre, waterfront, airport, port and Richmond including the need for , and if appropriate the timing and/or triggers for, an alternative arterial route to Rocks Road and Waimea Road, to resolve long standing uncertainty about the Nelson Southern Link

REPORT LIMITATIONS

- This report has been prepared by Boffa Miskell, part of the NFAP DBC project team.
- The NFAP Baseline ULDF (stage 1) was created to support engagement, MCA process and was completed without input from Mana whenua and stakeholder input.
- The NFAP Baseline ULDF (stage 1) was created without inputs from Heritage or ecology consultants
- The report relies on the information provided by others. Changes to that information may affect urban and landscape recommendations.
- This report does not propose design solutions or performance criteria, it is the intent of this report to outline what has been done, what needs to be done making recommendations for future design phases
- In preparing this addendum NFAP Baseline ULDF we have not received an update from NCC on the impact of the NPS-UD on the long term picture for future urban growth and density in the Nelson and Tasman region. Future stages of the NFAP project will need to understand the extent and impact of proposed changes. The NFAP project will provide greater access to active and public transport. Policy 5 of the NPS-UD requires *"tier 2 and 3 urban environments enable heights and density of urban form commensurate with... the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services"*. What commensurate means for Nelson is yet to be determined.
- Policy 1 of the NPS-UD defines the minimum standard/definition of a 'well functioning' urban environment. There is close alignment between this definition and Nelson's Community Outcomes identified in the Long Term Plan. Future Stages should work closely with NCC to ensure that there is close alignment between the NPS-UD (updates to FDS), the outcomes sought in the LTP and future design stages of the NFAP project. Specific consideration should be given to the Landscape and Urban Design component of the NFAP project this work should better define the key urban amenity attributes of the City and NFAP project, setting the brief for future design.
- In preparing this report effort has been made to understand the strategic or policy changes that have occurred since The NFAP Baseline ULDF (stage 1) was completed - It will be important for future phases to have further input from NCC to ensure the project continues to support the aspirations of the city.

PURPOSE OF THE REPORT

- The Stage 2 addendum uses the information gathered (Stage 1 - Baseline ULDF and engagement) to support the DBC and the Multi Criteria Analysis (MCA) process for assessing the proposed long term options.
- The addendum reviews the baseline information against the agreed/emerging preferred options (Rocks Road and short-term improvements) to communicate next steps, opportunities to be explored, risk areas. "what needs to be done" - what needs to be considered in future stages.
- Provides an update on any strategic or policy direction change and the impact on future design stages.
- It is not within the scope of this work to provide design solutions, future stages will include
 - Confirmation of final requirements and performance criteria for landscape and urban design - Prepare Urban design and landscape guidelines - Initially this may focus on the short term solutions only. These include; intersection improvements, walking and cycling paths, and proposed traffic calming to enhance neighbourhoods and improve safety
 - Development of urban and landscape design concepts - Key outcomes appropriately defined and agreed.
 - Detail Design and documentation
 - Property acquisition - (if required)
 - Consenting
- Communicate the agreed future place and movement functions of the street network where it interrelates to the NFAP focus area - Taken from the One Network Framework maps following the Network Operating Framework (NOF) process.

INTRODUCTION

PROJECT OVERVIEW

- The Business Case - is to be completed towards the end of 2021 - It will be split into 3 areas of focus to further investigate the individual components of the programme including:
 - 1) A single-stage business case that will investigate the merits of carrying out walking and cycling improvements to SH6 Rocks Road
 - 2) A detailed business case that will recommend a package of investments consistent with the Government's land transport priorities for activities that are programmed to occur in years 0-3.
 - 3) An indicative business case that will recommend a package of investments consistent with the Government's land transport priorities for activities that are programmed to occur in years 4-30

1) ROCKS ROAD IMPROVEMENTS

Rocks Road Walking and Cycling Package: including a new seawall to address sea-level rise \$60-70M

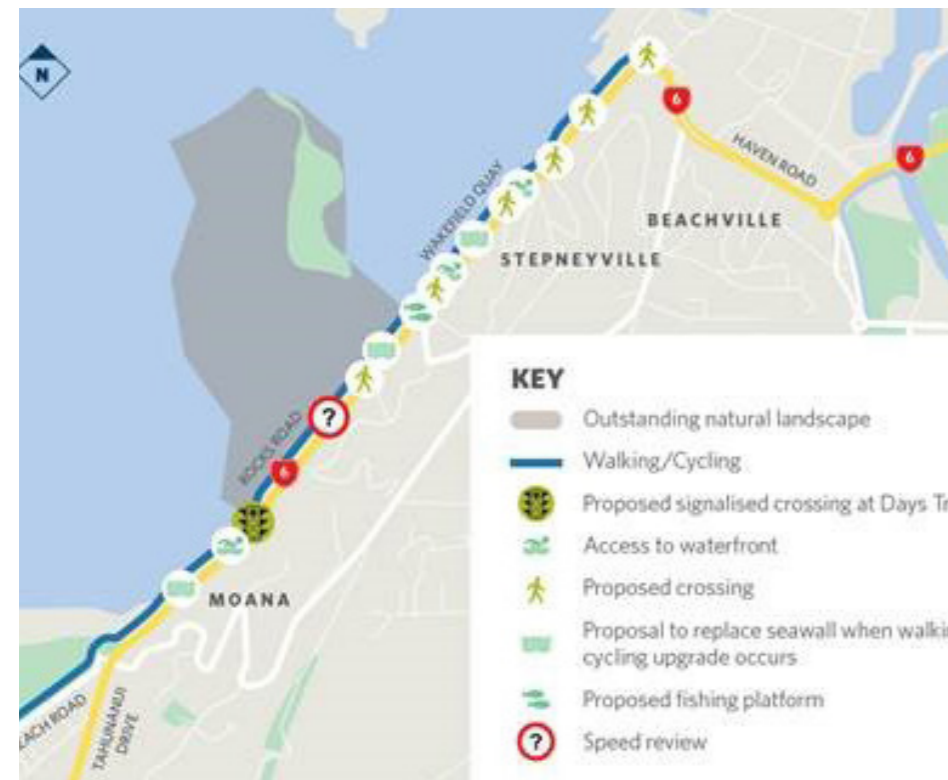


Figure 1: Rocks Road Improvements Map

ROCKS RD - WITHIN 10 YEARS OF FUNDING BEING AVAILABLE.

2) SHORT TERM AND OTHER IMPROVEMENTS

Short-term and Other Improvements Package: \$108-\$171M. Scheduled over 30 years

The improvements listed on this page take account of changes in housing density and are designed to work in tandem with transport-related improvements proposed by Council including improvements to bus services.

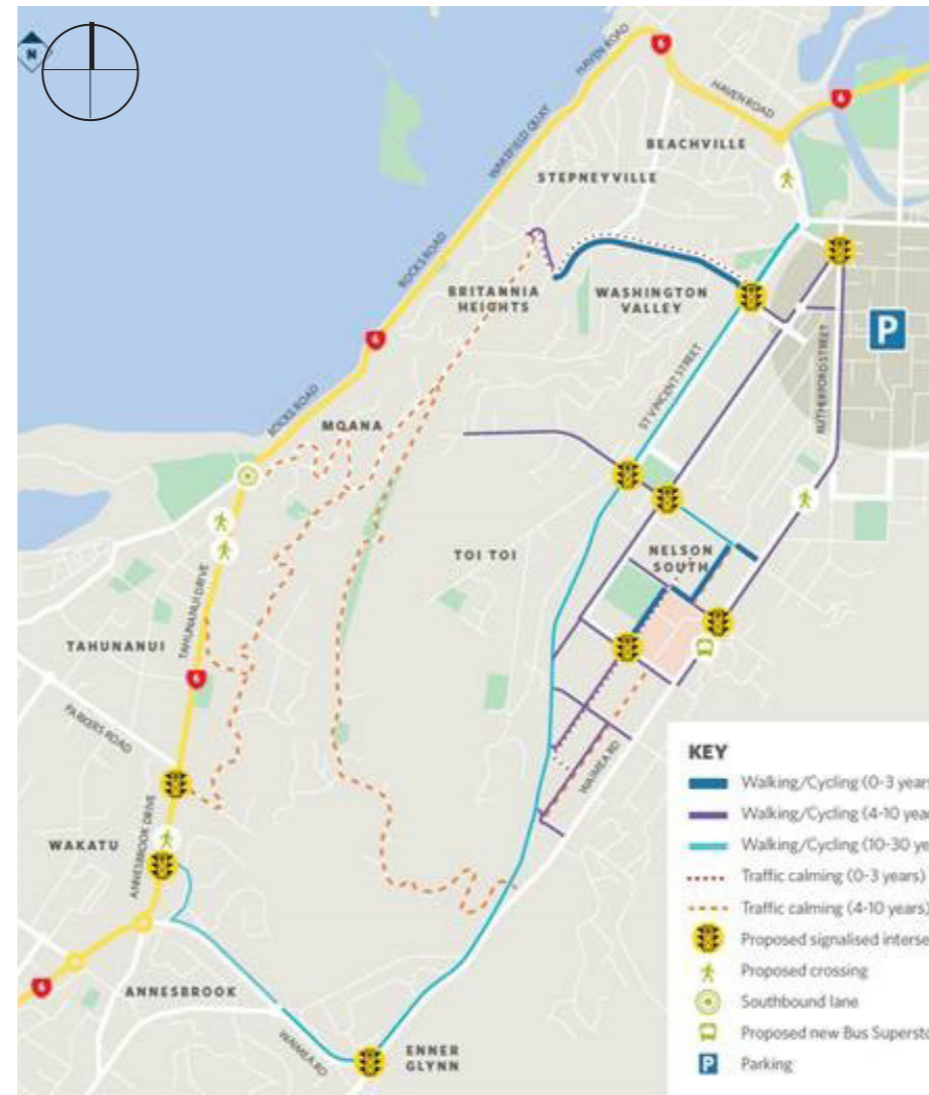


Figure 2: Short Term Improvements Map

SHORT TERM AND OTHER IMPROVEMENTS

3) LONG-TERM IMPROVEMENTS

Long-term Package, Priority lanes : \$118-144M. The map on this page shows improvements we recommend take place in the next 10 to 15 years as bus services increase in frequency and patronage increases.

SCOPE CLARIFICATION

- It is not within the scope of this report to assess the long term package
- In assessing the agreed/emerging preferred options to communicate next steps, opportunities to be explored, risk areas and what needs to be considered in future stages. This report looks at Rocks Road and short-term improvements only

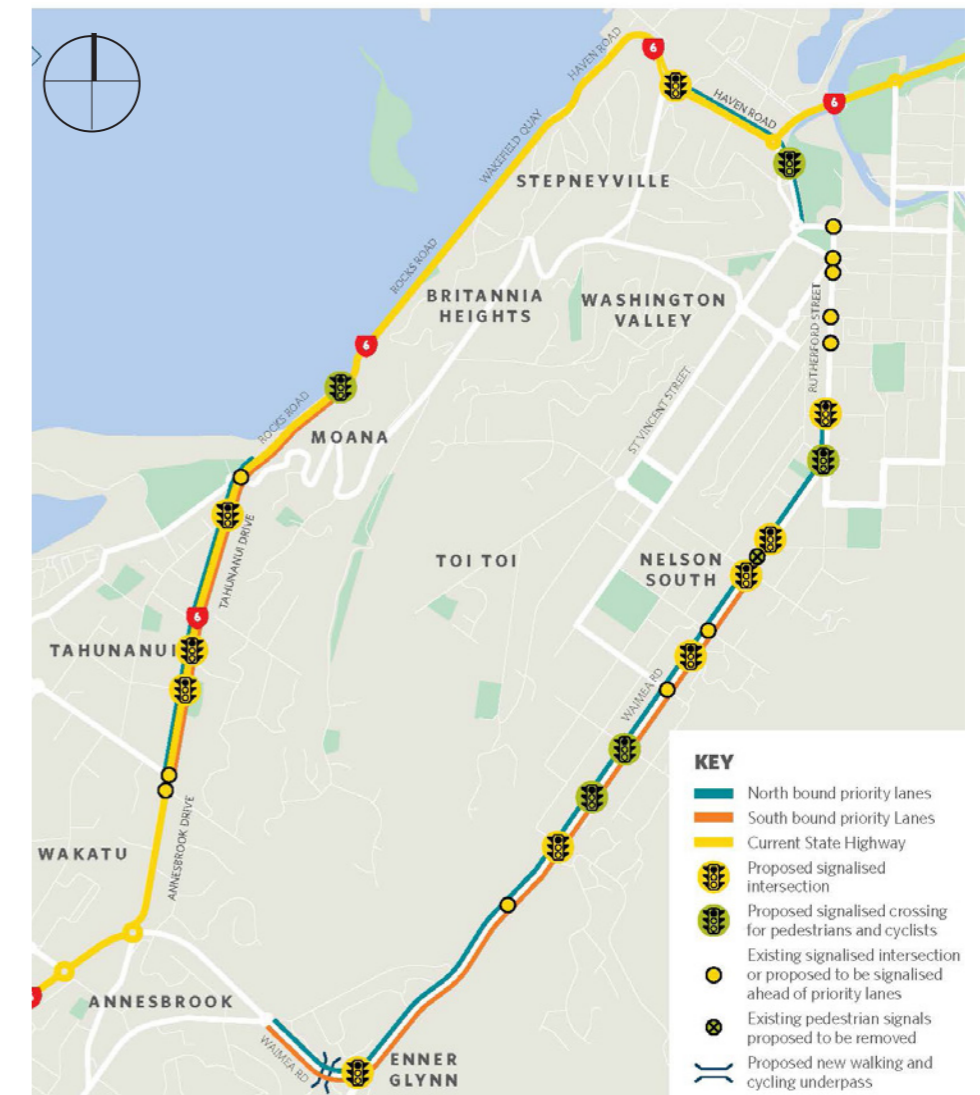


Figure 3: Long Term Improvements Map

LONG TERM - PRIORITY LANES - 10-15 YEARS

STRATEGIC ANALYSIS

STRATEGIC ANALYSIS

STRATEGIC CONTEXT - UPDATE

The context for the DBC includes the strategy and policy influences. These are described briefly below in respect of the particular urban strategies and policies as they relate to the subject area.

Since completing the NFAP Baseline ULDF, NCC have updated and adopted the 2021-2031 Long Term Plan (LTP)

Nelson have identified 8 key issues, all directly relevant to the NFAP;

- | | |
|--|--|
| 1. Climate Change | Intensification |
| 2. Covid-19 and Economic Recovery and Regeneration | 6. Community Facilities and Partnerships |
| 3. Debt vs. Rates | 7. Environment |
| 4. Nelson City Centre | 8. Infrastructure |
| 5. Housing Affordability and | |

NELSON LONG TERM PLAN - VISION OBJECTIVES

The Nelson City Council's LTP is a wide-ranging document, its purpose is to put the social, cultural, economic and environmental wellbeing of the Nelson region at the heart of our plans over the next 10 years.

As noted above the plan highlights eight "key issues" for the city council to address. The Nelson Long Term Plan Vision and Mission have in turn been reflected in the development of Nelson Community Outcomes illustrated below.

STRATEGIC INFLUENCES



NFAP - INVESTMENT OBJECTIVES

The NFAP and investment objectives play a big part in supporting and enabling key outcomes sought by the city through the LTP

1. Nelson's transport system is more effective at moving people and freight
2. Nelson's transport system provides better access to employment, amenities and core services
3. Nelson's transport system contributes to quality urban environments
4. Nelson's transport system feels safer and is safer
5. Nelson's transport system is more resilient

DESIGN CONSIDERATIONS - IMPLICATIONS

- Future NFAP design phases to work closely with NCC to ensure the detail and outcomes align with the arbitrations of the city
- Aim to protect outstanding landscapes, natural features and ecological areas.
- Aim to integrate land use and transportation to achieve good urban form. "well functioning Urban environments" in line with the direction of the National Policy Statement for Urban Development
- Aim to minimise disruption to planned growth areas.
- Aim to develop an understanding of the landscape and urban change over time. Considering affordability and community needs.

RISK AREAS

- NFAP alignment with Community outcomes - Particularly Impacts of the project on heritage, significant natural landscapes and the environment

NELSON VISION AND MISSION

NCC has developed a vision and mission statement, which link to the community outcomes. We have decided on four overarching priorities for the next 10 year work programme.



NELSON COMMUNITY OUTCOMES

Eight community outcomes guide the overall direction for Nelson and are aligned with those of Tasman District Council to ensure a consistent regional approach.

These have been developed to reflect the uniqueness of Nelson



STRATEGIC ANALYSIS

POLICY INFLUENCES

Since the completion of the NFAP Baseline ULDF there have been updates to influential urban policy level documents. These provide direction to future design stages These are referenced below.

The Nelson Long term plan 2021-2031 'Shape Nelson' lists 8 key issues and community outcomes and outlines how Council plan to address these.

There are other city policy considerations (Transport, climate change) that have changed since the Programme business case, these are outlined in 2.2 of the NFAP strategic case - Aug 2019

THE NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT - 2020 (NPS-UD)

The NPS-UD is part of the urban planning pillar of the Government's Urban Growth Agenda (UGA), To support productive and well functioning cities, it is important that regional policy statements (RPSs) and regional and district plans provide adequate opportunity for land development for business and housing to meet community needs - NPS introductory guide - July 2020

This Policy Statement influences all metropolitan centres, categorised into three tiers (Nelson Tasman in Tier two). The policy statement requires planning documents to respond to enable utilisation of land in urban areas and in particular those within walkable catchments of public transport systems.

- A requirement for planning decisions to contribute to well-functioning urban environments as defined in Policy 1 - Enables communities and future generations to provide for their social, economic, and cultural wellbeing. This includes supporting a reduction to greenhouse gas emissions and resilience to the current and future effects of climate change.
- Policy 3 requires (summarised) district plans to enable in city centre zones building heights and density of urban form to realise as much development capacity as possible ... including building heights of at least 6 storeys within a walkable catchment of Mass Rapid Transport (MRT) stops and edge of city centre zones. Given the potential for MRT within the options in consideration within this IBC for SH there are potentially significant increases in building scale to occur within the subject sectors
- Provides new direction on what an Future Development Strategy (FDS) needs to include, and how they should be developed.
- Requires councils to have an implementation plan for their FDS.
- Climate Change - Sets direction for New Zealand's urban environments to support reductions in greenhouse gas emissions, and be resilient to the effects of climate change
- Clarifying amenity and change in urban environments - Directs councils to enable New Zealand's urban environments, including their amenity values, to change over time

- Removing minimum car parking requirements - Plans must not set minimum car parking rates, other than for accessible car parks. In accordance with the NPS-UD and resolution of Council on 17 December 2020, the Nelson Resource Management Plan (NRMP) on-site parking rate requirements no longer apply from the 1 January 2020. This means there is no requirement to provide a specified number of on-site parking spaces
- The NPS-UD replaces The National Policy Statement on Urban Development Capacity 2016

NELSON TASMAN FUTURE DEVELOPMENT STRATEGY - 2019

The Nelson Tasman Future Development Strategy - 2019 (FDS) was developed in response to The National Policy Statement on Urban Development Capacity 2016 (NPS-UDC).

The intent of this document was to set out the long-term picture for future urban growth over 30 years; from 2018 – 2048. This Strategy was adopted by both Nelson City Council and Tasman District Council in July 2019.

The NPS-UD requires councils to prepare a future development strategy (FDS) every six years and update them every three years/

The NFAP project will have a significant influence on future updates to the Nelson Tasman FDS in particular how it supports Nelson achieve;

- Supporting a reduction in greenhouse gases
- Resilience - to the likely current and future effects of climate change
- Development infrastructure - that supports growth and intensification
- Accessibility - for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;
- Ensuring that decisions on urban development are integrated with infrastructure planning and funding decisions
- Transport and landuse integration

DESIGN CONSIDERATIONS - IMPLICATIONS

Understanding how the NFA project supports the aspirations of the city -

- **'Well-functioning' urban environments – how is this defined and how will it influence future stages** - There is substantial alignment between the aspirations of the NPS-UD and Nelson's Long Term Plan 21-31 (key issues and community outcomes) - Future design stages of the NFAP project need to develop a set of design principles and performance criteria that align with these two documents - This process should include defining 'well functioning urban environment' as it relates to both Nelson City, Updated FDS and the NFA project.
- Future design stages to consider the impact of the NPS-UD on; Future FDS, how accessibility and the walkable catchment is defined by HCC, future zoning changes and how the NFAP supports the alignment of landuse and integrated transport

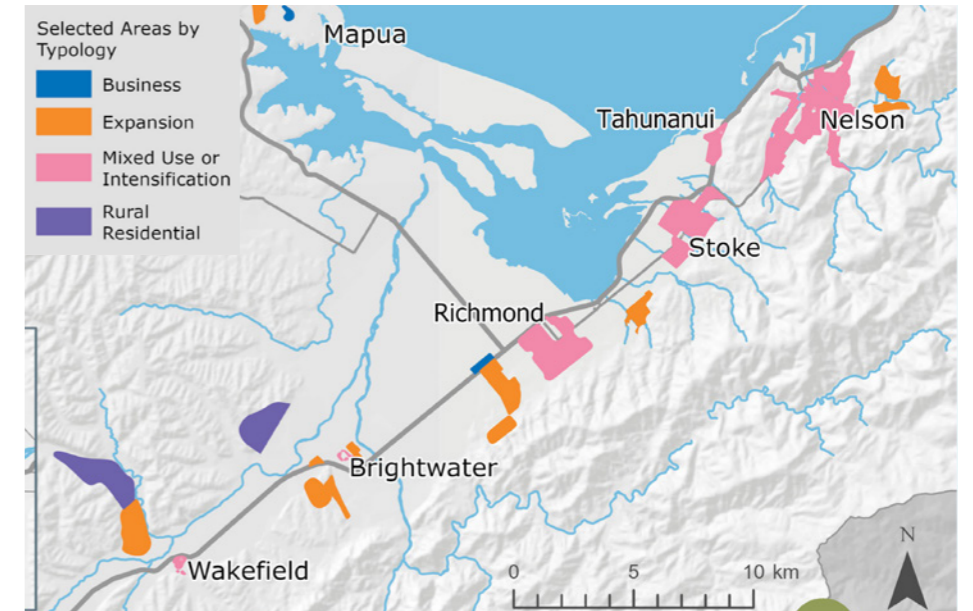


Figure 4: FDS 2019 - Types of development in selected growth areas

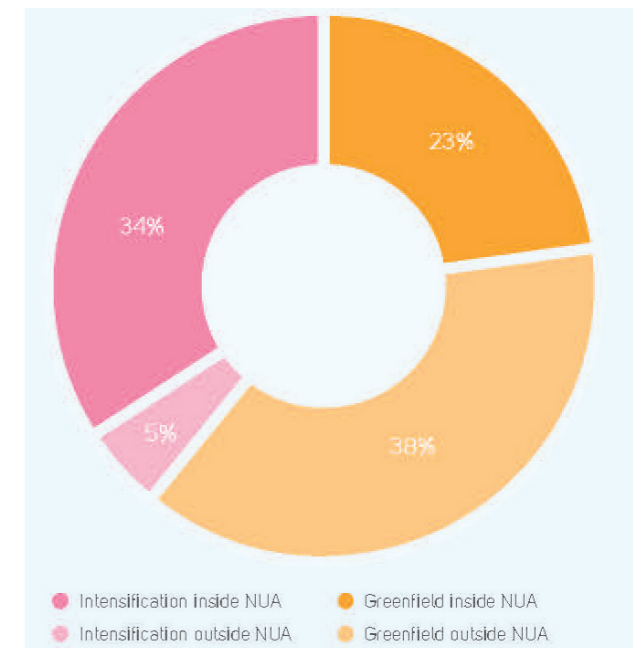


Figure 5: FDS 2019 - Location of regional growth capacity in relation to Nelson Urban Area (NUA)

DESIGN CONSIDERATIONS - IMPLICATIONS OF NPD-UD ON FDS

The FDS 2019 included a component of managed expansion with the majority (approx. 64%) of growth inside the NUA coming from intensification. The NPS-UD puts a greater emphasis on intensification, height and density. Tier 2 urban environments must "enable heights and density of urban form commensurate with the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services".

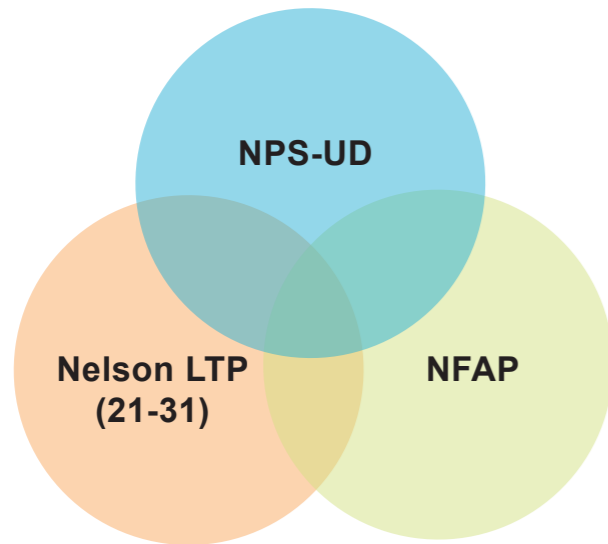
How commensurate height and density is defined by NCC and the impact of the changes (if any) to the next update of the FDS is yet to be determined.

STRATEGIC ANALYSIS

STRATEGIC VISION

At the heart of the project is the goal to support the aspirations of the community and Nelson City Council in creating 'a smart little city'. The NFAP project is not simply about road building, it is a key part of 'city building' and is about enabling the future vision for the city, allowing the city to grow, prosper while improving the urban environment and making it easier and safer for people to move around.

DEFINING A 'WELL FUNCTIONING' URBAN ENVIRONMENT



Nelson LTP Vision - Supported by 8 community outcomes

“ Nelson - A smart little city ”

NFAP Project Objectives

“ The purpose of the Nelson Future Access Project is to develop a multi-modal transport system and investment programme which supports community and Nelson City Council aspirations for a thriving CBD, a world-class waterfront and a healthy environment; and provides a safe, accessible and resilient transport to support continued economic growth, whilst meeting the diverse needs of customers and communities. ”

NPS-UD

“ Planning decisions to contribute to well functioning urban environments (as defined in Policy 1 of the NPS-UD), which is at the core of all of the policies in the NPS-UD... ”

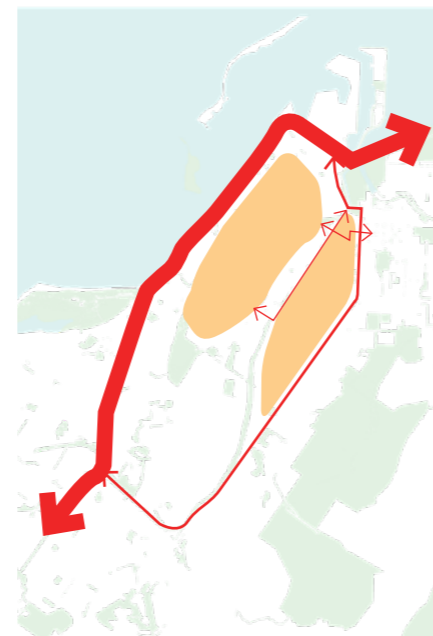
New Zealand's cities will also be better equipped to respond to many urban problems, such as changing patterns of wealth inequality, housing unaffordability and climate change”

DESIGN CONSIDERATIONS - IMPLICATIONS

- Work with NCC and Waka Kotahi Develop a set of landscape and urban design specific objectives that align with Government and Council policy directions and inform the next phase of design
- Work with NCC and Waka Kotahi to confirm a clear set of landscape - urban design principles and performance criteria that support 'well functioning' urban environment as it relates to Government and Council policy directions.

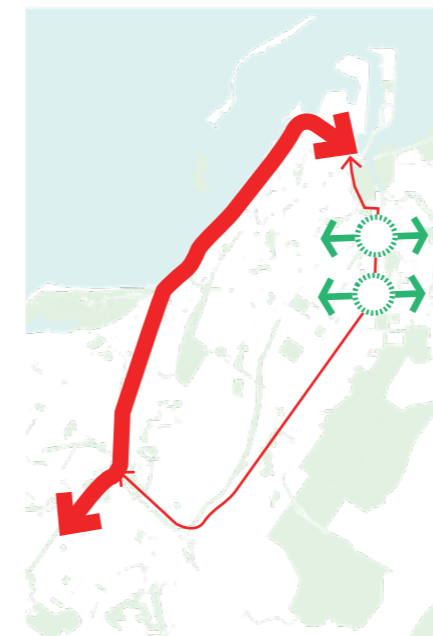
THE FOLLOWING ARE DESIRED OUTCOMES FOR SUCCESS:

DIRECTIVE NETWORK



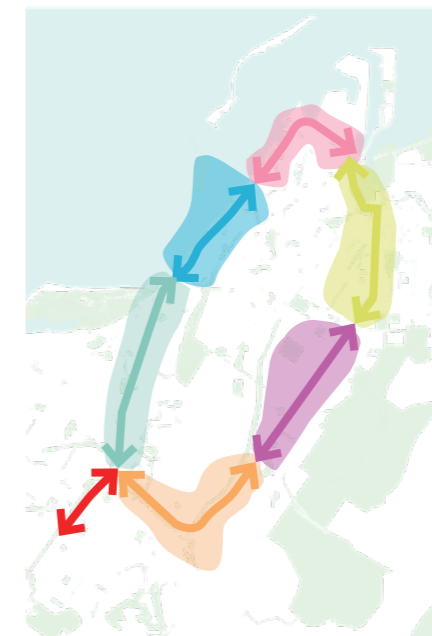
Directs freight, PT and high volume vehicle movements to key corridors to free up more city and neighbourhood streets to become safe, attractive places to move through and spend time.

ACCESSIBLE CITY



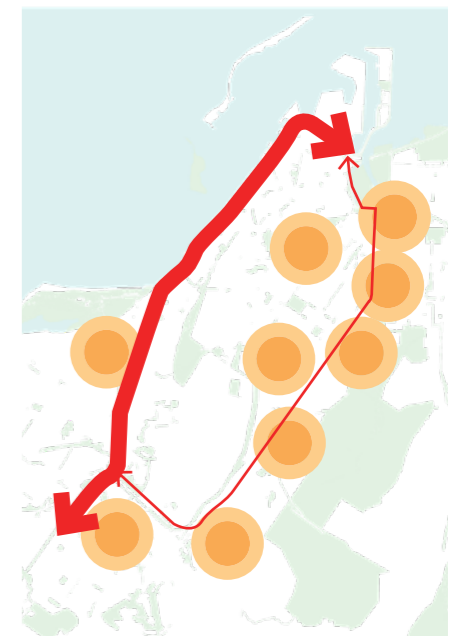
Enables people to move by public transport and active modes safely into and around the city by multiple attractive access points.

FOR PEOPLE + PLACE



Responds innovatively and positively to the city's different characteristics and cultural values.

ENABLING OF GROWTH



Enables opportunities for growth in the city supported by quality frequent public transport and active modes.

DESIGN SCOPE



DESIGN SCOPE

3.1 UD ASSESSMENT SUMMARY

The Baseline ULDF identified several 'Focus areas' where the existing environment performs poorly against project objectives:

- Effective Width
- Transport conflicts
- Public Transport
- Permeability
- Green, Blue Infrastructure
- Heritage and Cultural Values

SUMMARY

Within the focus area there is very good alignment with the project objectives and the focus areas of the existing environment (identified in the Baseline ULDF) requiring the greatest attention

These areas of focus remain largely transport focused and more needs to be done in future stages to define what 'quality' or "well functioning" urban environments means as it relates to Councils LTP (21-31) and any future updates to the FDS. This should be done in close collaboration with NCC and mana whenua.

DESIGN CONSIDERATIONS - IMPLICATIONS

- The impact of the NPS-UD on future FDS and the growth pressures within the focus area
- Work with NCC, Waka Kotahi and mana whenua to define a 'quality' 'Smart or well functioning urban environment as it relates to Nelson and the NFAP project
- In developing the next level of detail for landscape and urban design interventions develop design principles and performance criteria that contribute towards the cities aspirations for a 'smart, compact, liveable, resilient and accessible city?

NFAP PROJECT OBJECTIVES

1. **Identify** customer needs and **growth pressures** in the study area
2. Define the existing and future function of key transport corridors (for all modes) in the study area, **to deliver a safe, accessible and resilient network** cognisant of Nelson City Council' s goals, the needs of customers and the wider community.
3. Make best use of existing infrastructure and services as well as new/ emerging technologies.
4. **Ensure integration of land use and transport systems** to reduce the dependency on private single-occupancy motor vehicles
5. Investigate and identify a package of measures that could be progressed on SH6 Rocks Road which **enhances walking and cycling and supports Nelson City Council' s vision for a world class waterfront**
6. Investigate and make recommendations in respect of the key journeys between Nelson City's centre, waterfront, airport, port and Richmond including the need for , and if appropriate the timing and/or triggers for, an alternative arterial route to Rocks Road and Waimea Road, to resolve long standing uncertainty about the Nels on Southern Link

NFAP - INVESTMENT OBJECTIVES

1. Nelson's transport system is **more effective at moving people and freight**
2. Nelson's transport system provides **better access** to employment, amenities and core services
3. Nelson's transport system **contributes to quality urban environments**
4. Nelson's transport system **feels safer and is safer**
5. Nelson's transport system is **more resilient**

	PLAN 01		PLAN 02	PLAN 03	PLAN 04	PLAN 05	PLAN 06	PLAN 07	PLAN 08	PLAN 09	PLAN 10	PLAN 11	PLAN 12	PLAN 13	PLAN 14	PLAN 15
	RUTHERFORD	PORT/HAVEN	WAKEFIELD	HAULASHORE	MAGAZINE	TAHUNANUI	ANNESBROOK	ANNESBROOK	WHAKATU	ENNER	BISHOPDALE	WAIMEA	NELSON	TOI TOI	RUTHERFORD	
	A	B	ROAD	QUAY	RESIDENTIAL	POINT	DRIVE	ROUNDAABOUT	DRIVE	GLYNN	ROAD	SOUTH	ROAD	STREET		
EFFECTIVE WIDTH All sections have an acceptable width Wheelchair, mobility scooter accessible Separation from traffic	+2	+1	+1	-1	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	+1	-1
TRANSPORT CONFLICTS Conflicting movements Total volume of traffic, traffic speed Collision risk between modes	+1	-1	-1	-2	-2	-2	-2	-2	+1	-1	-2	-1	-1	+1	+1	-1
PUBLIC TRANSPORT Bus stop accessibility, frequency, convenience Step free access 'street to station' Supports interchange between bus and cycling	-2	-2	-2	-2	-2	-2	-2	-1	-2	-2	-2	-2	-2	-2	-2	-2
CYCLING + MICRO MOBILITY Interaction between large vehicles and cyclists, Adequate space provision or separation, Quality of surface	+2	+1	+1	-1	-2	-2	-2	-1	+1	-1	-1	-2	-2	+1	+1	-2
WALKING Encroachments on pedestrian space, Quality of surface, barriers and obstacles, suitability for all ages and abilities	+2	-1	+2	+1	-1	-1	+1	+1	+1	-1	-1	-1	+1	+1	+1	+1
PERMEABILITY Frequency and quality of crossings, Ease of crossing side roads for pedestrians, Crossings recognise desire lines - includes mid links	+1	-1	-2	-2	-2	-2	-1	-2	-1	-2	-2	-1	-1	-1	-1	+1
PLACES TO STOP AND REST Seating at regular intervals Shelter available, public toilets, drinking water	+2	-1	-1	+1	+1	+1	+1	-2	-1	-2	-2	-2	-1	-1	+1	-2
COHESION Spatial cohesion and design logic - Legibility and continuity of space, Spatial fragmentation Signage and way-finding	-1	-1	+1	+1	+1	+1	-1	+1	-1	-1	-1	+1	+1	+1	+1	+1
FORM Positive relationship of open space, connections to buildings and structures, Design logic and arrangement of buildings and blocks	-1	-1	-1	+1	+1	+1	+1	+1	-2	+1	+1	+1	-1	+1	+1	+1
GREEN, BLUE INFRASTRUCTURE Environmental performance of infrastructure Planting to enhance, create social spaces , connect to other open space, consideration of WSUD	+1	-2	-2	-2	-2	-2	-2	-2	-2	-1	-1	-1	-1	-1	-1	-2
AMENITY VALUE User experience, environmental comfort, Safety, lighting Traffic Noise	+2	-1	-1	+1	+1	+1	+1	+1	-2	-1	-1	-1	-1	-1	+1	+1
IDENTITY AND CHARACTER Strong and distinctive local identity, natural landscape features. Respects the importance of character, heritage, culture, heritage sites and features	+2	-1	-1	+1	+1	+1	-1	-1	-1	+1	+1	-1	-1	+1	+1	-1
HERITAGE, CULTURAL VALUES Reflects Mana Whenua history in the area recognises Mataranga Māori principles and values	-2	-2	-2	-2	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1
	+9	-12	-9	-6	-10	-10	-11	-9	-11	-12	-13	-12	-11	-2	+4	-7

DESIGN SCOPE

3.2 CONCEPT - FOCUS AREA

- 1. CBD
- 2. Hospital area - Hospital and Nelson south as one area/catchment.
- 3. Toi toi - (Schools and Victory area),
- 4. Enner Glyn
- 5. Wakatu
- 6. Tahunanui
- 7. Tahunanui/ Wakefield Quay
- 8. Rutherford Park

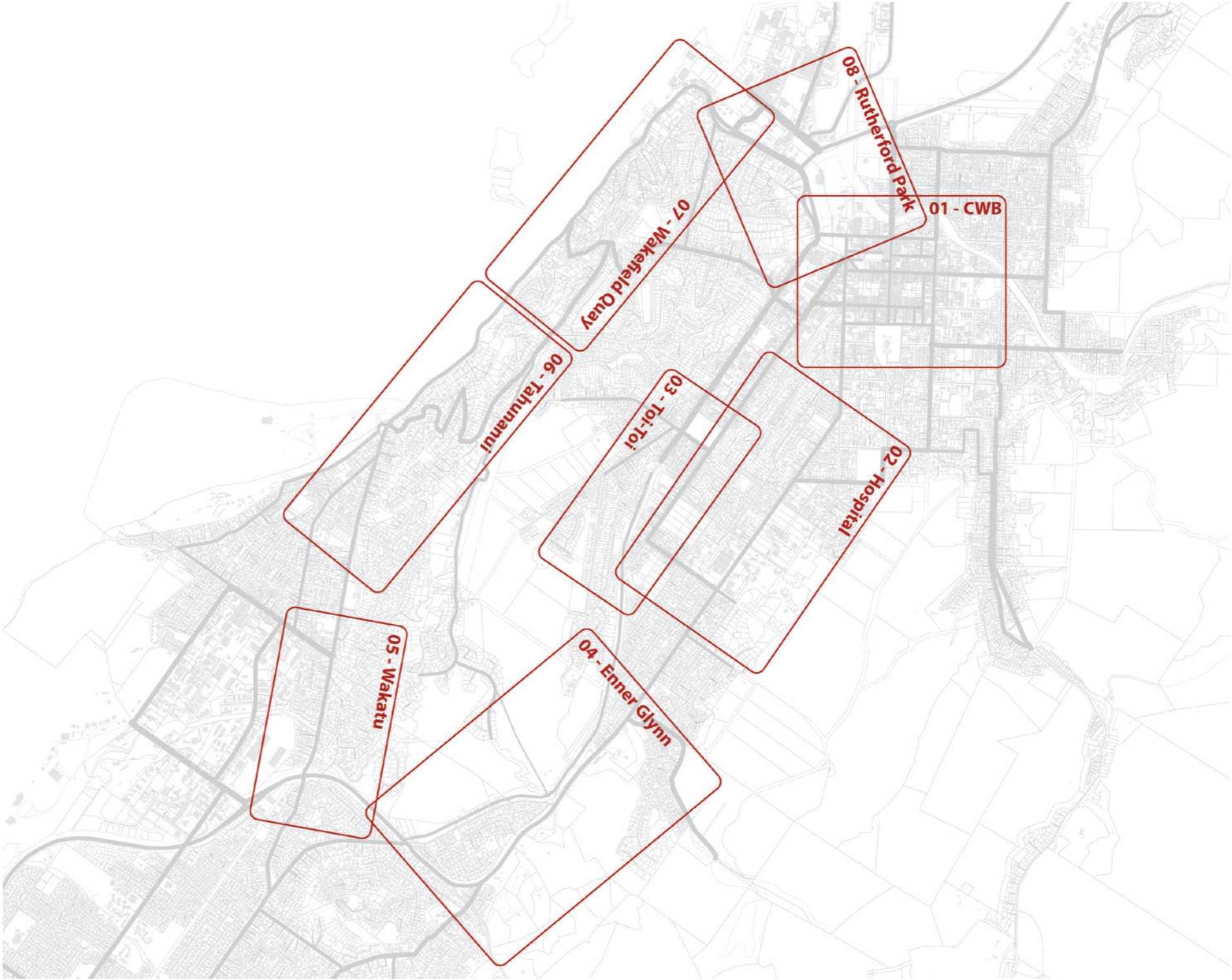


Figure 6: Future Design stages - Focus area index map

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

1.0 - CBD



Figure 7: Considerations for future design stages - 1.0 CBD

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- ⊗ WAYFINDING OR PLACE MAKING OPPORTUNITY
- ⊙ POTENTIAL PED/CYCLE CROSSING POINT
- POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION

- ~ POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- ACTIVITY STREETS
- URBAN CONNECTORS
- MAIN STREET
- CITY HUBS
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Potential for new urban development - The City Centre is made up of primarily retail, hospitality and services with a small amount of office space. The opportunity exists (supported by the NPS-UD) to strengthen the role of city centre in supporting a greater mix of uses to support vibrancy and prosperity. Encouraging more people to live in the Inner city supports a vibrant centre, strengthens the night time economy and supports business. - **The area shown is indicative only**
2. Develop new public spaces to further support inner city living, supporting density and intensification
3. Improve physical connectivity - Accessibility between surrounding inner city neighbourhoods, PT routes to the central city is currently restricted by vehicle traffic, large inner city blocks. Crossing opportunities are limited to a 'main intersections. In the future, finding ways to reduce the severance along these edges through new or improved connections will help to increase movement, amenity and safety.

Even with wider and improved footpaths, high volumes of traffic impacts the way people experience, move through and spend time in these streets and spaces. Look to develop a finer grain pedestrian network that exist separate to the existing street grid and particularly streets with high traffic volumes

This will help to make the city more permeable, allow for more convenient pedestrian movement (acknowledging desire lines) improving walkability and better supporting mode shift.

4. Improved and or more frequent crossings - Identifying ways to improve connectivity for people wanting to move around the City centre. Prioritising connectivity for walking, cycling and public transport will help support mode shift, particularly within the areas located within a walkable catchment from the City Centre.
5. Develop easy to find/identifiable bus stops that are covered, feel safe and provide people with real time information. Use a consistent treatment/design language throughout the network. Ensure that bus stops are accessible to all people (age and ability) endeavour to provide step free access to public transport.
6. Legibility and Way finding. -There is an opportunity to improve the pedestrian experience in key locations. This could include the Wayfinding and interpretive signage, public art, widening of paths, upgrades to street furniture and improving access to key destinations.

Focusing on key journeys (to and from the City Centre, school and public transport routes) and desire lines can help prioritise investment.

7. Improve the legibility and access to the PT terminus/Transfer point - Consider zoning and development potential in line with the NPS-UD
8. Promote development that fronts the street - Street edges poorly defined by built form with large areas of surface carparking, left over space, buildings

set back from street and lower height buildings

RISK AREAS

9. It is likely that a number of current listed and or other existing significant Trees may be in conflict with the priority lanes in long term package - Existing trees are unlikely to be impacted by the short term package
10. Consideration must be given to any place making/streetscape upgrades in the short term package of work to ensure that new tree planting is not in conflict with the future long term package.

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

11. Ensure that Council Transport Officers and Waka Kotahi Officers (for the State highway) are consulted on trees to be protected on corridors that have currently identified projects or use the District Plan process to ensure that key transport corridors are protected to enable them to move people and goods.

NEXT STEPS

12. Work with Council to better integrate the aspirations of the Shape Nelson - Te Ara o Whakatū - City Centre Spatial Plan - This should include discussions on achieving a consistent and coordinated use of materials, furniture and planting to achieve the desired inner city amenity and character
13. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
14. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.



Figure 8: Bridge Street - Trafalgar Street: <https://shape.nelson.govt.nz/city-centre-spatial-plan/streets-people#lg=4303&slide=4>

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

2.0 - HOSPITAL

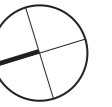


Figure 9: Considerations for future design stages - 2.0 Hospital

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- WAYFINDING OR PLACE MAKING OPPORTUNITY
- POTENTIAL PED/CYCLE CROSSING POINT
- POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION
- POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- URBAN CONNECTORS
- CITY HUBS
- ACTIVITY STREETS
- MAIN STREET
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Improve the physical and social connections between neighbourhoods on either-side of Waimea Road
2. Improve the access and safety between existing neighbourhood streets and the Railway Corridor
3. Develop slow 'neighbourhood streets' use traffic calming, place making and landscape treatments to improve amenity, enhance existing street character, improve safety, slow vehicles and reduce 'rat running'. Particularly for streets that help connect people to schools, public open space and PT routes.
4. Improved and or more frequent crossings - Identifying ways to improve connectivity for people wanting to move around and between residential neighbourhoods. Prioritising connectivity for walking, cycling and public transport will help support mode shift, particularly within the areas located within a walkable catchment from the hospital, schools and PT stops.
5. Develop easy to find/identifiable bus stops that are covered, feel safe and provide people with real time information. Use a consistent treatment/design language throughout the network. Ensure that bus stops are accessible to all people (age and ability) endeavour to provide step free access to public transport.
6. Legibility and Way finding. -There is an opportunity to improve the pedestrian experience in key locations. This could include the Wayfinding and interpretive signage, public art, widening of paths, upgrades to street furniture and improving access to key destinations.

Focusing on key journeys (to and from the City Centre, school and public transport or active mode routes) and desire lines can help prioritise investment.

These locations could provide places to stop and rest and including lighting to highlight key entry and egress points and improved safety.

7. The railway corridor lacks lighting and is less likely to be used at night. Develop initiatives to improve safety and encourage greater use.
8. Use placemaking and Landscape treatments within the street to acknowledge and enhance existing heritage precincts

RISK AREAS

9. It is likely that a number of current listed and or other existing significant Trees may be in conflict with the priority lanes in long term package - Existing trees are unlikely to be impacted by the short term package
10. Consideration must be given to any place making/streetscape upgrades in the short term package of work to ensure that new tree planting is not in conflict with the future long term package.

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

11. Ensure that Council Transport Officers and Waka Kotahi Officers (for the State highway) are consulted on trees to be protected on corridors that have currently identified projects or use the District Plan process to ensure that key transport corridors are protected to enable them to move people and goods.
12. The extent of streetscape and crossing improvements - School and PT routes
13. Wayfinding strategy
14. Integration and enhancement of PT infrastructure
15. Neighbourhood access and severance
16. Street material, planting and furniture selection and performance criteria

NEXT STEPS

17. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
18. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.

Identify opportunities for near term cycle corridor linking between railway Reserve and Waimea Road



Figure 10: Waimea Road - Opposite the Hospital, Looking towards the Nelson Marlborough District Health Board

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

3.0 - TOI TOI

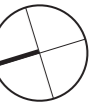


Figure 11: Considerations for future design stages - 3.0 Toi Toi

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- WAYFINDING OR PLACE MAKING OPPORTUNITY
- POTENTIAL PED/CYCLE CROSSING POINT
- POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION

- POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- URBAN CONNECTORS
- CITY HUBS
- ACTIVITY STREETS
- MAIN STREET
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Victory Shops straddle two busy roads making it difficult to move between shops. In signalising the intersection, identify opportunities to Improve the intersection of Toi Toe St and St Vincent St for pedestrians and cyclist making it safer and easier to cross
2. Use placemaking and landscape treatment to create a slow speed neighbourhood centre. This should focus on enhancing the amenity and character of the neighbourhood centre and better connect/integrate the shops to Victory Square.
3. Improve the quality of the connection and crossing point between Victory Square and Hampden St
4. Enhance the playground and amenity of Victory Square. Victory Square (and other similar council owned open spaces) provide valuable recreation opportunities for people of all ages, as well as visual relief from the urban environment. Enhancing these spaces, they can bring greater wellbeing benefits to residents, as they become more well used they become more vibrant and potentially safer places to be. Access to quality public open space plays a key role in supporting growth and intensification under the NPS-UD.
5. Opportunity to improve walking and cycling circulation around Victory Square, taking some pressure of the street network to provide these facilities
6. Improve amenity, accessibility and safety of key walking and cycling routes that link people to PT, Open space and Schools

7. Improve the presence and safety of the entrance to the Railway Reserve pathway - There is an opportunity to improve the pedestrian and cycling experience (particularly for recreational users and visitors) in this location.

Look to identify ways to improve the legibility, way finding information as well as places for people to stop and rest. This could include seating, shelter and drinking fountain.

8. Develop easy to find/identifiable bus stops that are covered, feel safe and provide people with real time information. Use a consistent treatment/design language throughout the network. Ensure that bus stops are accessible to all people (age and ability) endeavour to provide step free access to public transport.

RISK AREAS

9. Victory Shops needs to feel and operate like a neighbourhood centre, this means allowing pedestrians to move easily and safely between their homes and the shops on all 3 corners. Achieving a stronger connection between the shops and Victory Square is also important. There is a risk that high volumes of traffic and traffic speed continue to have a negative impact on the centre

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

10. Placemaking and streetscape treatments that will contribute to a slow speed, pedestrian focused environment that will also enhance the amenity and character of the area.
11. How improvements to Victory Square (new footpaths, play equipment, seating and signage) can support the NFAP short term programme of work

NEXT STEPS

12. Work with Council to identify options for improving The Victory shops/ Victory Square area leveraging off the investment in infrastructure improvements
13. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
14. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.

Identify opportunities for near term cycle corridor linking between railway Reserve and Waimea Road



Figure 12: Looking north up St Vincent St - Approx location see tag no# 7 on Figure 11

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

4.0 - ENNER GLYNN

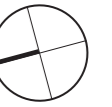


Figure 13: Considerations for future design stages - 4.0 Enner Glynn

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- WAYFINDING OR PLACE MAKING OPPORTUNITY
- POTENTIAL PED/CYCLE CROSSING POINT
- POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION
- ~ POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- URBAN CONNECTORS
- CITY HUBS
- ACTIVITY STREETS
- MAIN STREET
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Jenkins Creek is an important piece of Blue Green infrastructure within the NFAP focus Area and Nelson. The opportunity exists to create Inter-connected green corridors for wildlife, biodiversity, pedestrian movement and amenity. While also looking to utilise, new planting, weed management and fully integrated surface level storm water design (Water Sensitive Urban Design) such as rain gardens, green streets within the Jenkins Creek Catchment to improve water quality, ecological function and amenity value of Jenkins Creek.
2. Further develop the Highway Reserve to improve amenity values and as a potential location to stop and rest along the Railway Reserve Pathway. The site offers views of Jenkins Creek and wider views towards key landscape features such as Jenkins Hill
3. Developing a safe walking and cycling crossing at the intersection of Whakatu Drive and Waimea Road
4. Develop a safer and more visible entrance to Jenkins Place laneway.
5. Improve the quality of the side road crossing point at the top of Beatson Road. Look to incorporate signage and wayfinding information to assist route selection
6. Station Reserve has a rich history. Positioned at the top of the hill it currently acts as a gateway/entrance to the city. Look to enhance Station Reserve to develop it as important piece of open space and as a gateway to the city and entrance to the Railway Reserve Pathway

7. Improve the lighting and visibility (passive surveillance) along the footpath and shared paths between Station Reserve and Jenkins Creek. Look to improve the width and quality of the footpath. Identify options for places for people to stop and rest
 8. The Jenkins Creek underpass is earmarked for replacement in the long term programme of work (10-15years). In the mean time it is important that every thing is done to improve the experience and safety for people using the existing underpass. Identity placemaking and landscape options for improving amenity and safety in this area.
 9. Identify ways to improve the safety and amenity of Jenkins Place laneway.
 10. The existing timber noise walls on the south east corner of the Whakatu Drive and Waimea Road intersection are unlikely to make a discernible difference to noise for near by houses, however they create an unsafe environment for pedestrian (particularly with bus stops near by) , restricting sightlines and creating concealed paths and hidey holes. Identify options for removing these timber screens and improving the quality of this space.
- Options for improving noise mitigation to be explored.

RISK AREAS

11. A number of cyclists and pedestrians cross Waimea Road at the Waimea Road - The Ridgeway intersection. With the intersection upgrades and signalisation planned in the long term programme off work (10-15 years away) there remains a significant safety risk in this area.
 12. The Jenkins Creek underpass remains a significant safety risk
- ### WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.
13. Improving or developing stronger alternatives to Jenkins Place laneway as the primary cycle connection
 14. Short term improvements to the Jenkins Creek underpass

NEXT STEPS

15. Work with Council and Waka Kotahi to identify options for short term improvements to the Jenkins Creek underpass
16. Work with Council to identify options for improving Jenkins Place laneway
17. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
18. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.



Figure 14: Jenkins Creek Underpass

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

5.0- WAKATU

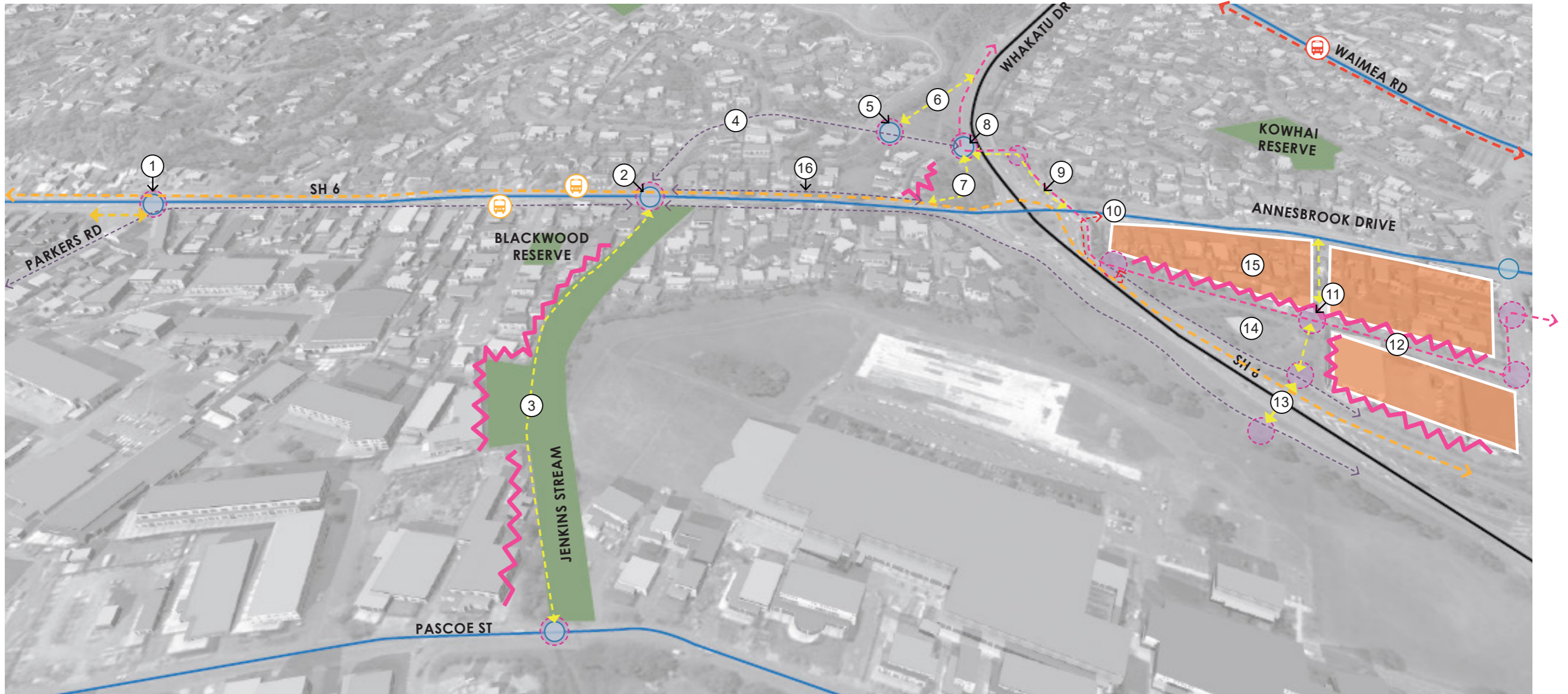


Figure 15: Considerations for future design stages - 5.0 Wakatu

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- WAYFINDING OR PLACE MAKING OPPORTUNITY
- POTENTIAL PED/CYCLE CROSSING POINT
- POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION
- ~ POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- URBAN CONNECTORS
- CITY HUBS
- ACTIVITY STREETS
- MAIN STREET
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Improvements to Parkers Road side road crossing, wayfinding and signage options to better identify the Tahunanui Pathway route via Muritai Street
2. Provide a safe pedestrian and cycle crossing point linking the Tahunanui Pathway to the Railway Reserve Pathway
3. Look to improve/create a walking cycling connection along the north side of Jenkins Stream connecting to the Whakatu Shared Pathway to Trent Drive (bridge) via Quarantine Road - Refer NCC Urban Links map
4. Develop sharedpath or separated cycle connection between the Tahunanui Pathway to the Railway Reserve Pathway
5. Safe crossing and wayfinding point
6. Develop a connection through the Jenkins Creek Esplanade following the existing desire line (warn path) that currently exists through the lawn.
7. Enhance the quality, visibility and safety (Using CPTED principles) of the Norgate Reserve connection.
8. Improve the safety and legibility of the crossing point/entrance to Jenkins Creek Esplanade and the Rail way Reserve Pathway
9. Improve the quality and width of the sharedpath connection on Annesbrook Drive between the overpass and Gracefield Street. This includes investigating options for improving the connection over Gracefield street bridge.
10. Investigate options fro improving the connection from Annesbrook Drive and Annesbrook Youth Park
11. Look to develop wayfinding, CPTED and Lighting improvements at key thresholds through out the Annesbrook roundabout area. Make sure all entry and egress points are identifiable, have good sightlines, are well lit at night and provide people with information on alternative route.
12. Develop an improved, more cohesive and safer active mode connection between the Railway Reserve Pathway at Quarantine Road and Railway Reserve Pathway at Jenkins Creek Esplanade
13. Identify ways to improve the visibility, quality and safety of the Quarantine Road East to West link via underpass
14. Annesbrook Youth Park is the point where several key recreational routes converge and it plays a key role in helping stitch together the north and south side of the Railway Reserve Pathway and the North and south (Richmond to Tahunanui) offsetting the severance effect of Annesbrook Roundabout, yet the park is poorly kept, feels isolated and unsafe. Identify ways to Improve the quality and function of Annesbrook Youth Park, Identify options for better usage and activation.
15. Opportunity for a comprehensive medium density residential development that forms a better relationship with and fronts Annesbrook Youth Park and better links to Annesbrook Drive
16. Improve the quality of the pedestrian connection between the Norgate Reserve and the PT/Bus stops and the proposed Gracefield Street Crossing

RISK AREAS

17. The link between Railway Reserve Pathway at Quarantine Road and Railway Reserve Pathway at Jenkins Creek Esplanade - Particularly around the Gracefield street Annesbrook Drive intersection is to constrained to improve leaving a sizeable gap in the quality and consistency of this facility. Potential; for increased conflicts and increasing safety risks as use increases. The increasing number of low powered electric vehicles (and speed) on this route with a number of blind corners, poor sightlines and narrows paths presents further safety concerns.
18. Safety risk with people trying to cross Annesbrook Drive at the bottom of the Norgate Reserve connection

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

19. How greater consistency with the walking cycling network can be achieved. The walking and cycling routes in this area need to be developed to the same quality as the other facilities such as Rocks Road, Tahunanui Pathway, St Vincent Street and other parts of the Railway Reserve Pathway
20. CPTED Audits to be undertaken where there are key CPTED related issues or opportunities

NEXT STEPS

21. Work with Council to identify options for improving Annesbrook Youth Park
22. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
23. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.



Figure 16: Norgate Reserve connection.

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

6.0 - TAHUNANUI



Figure 17: Considerations for future design stages - 6.0 Tahunanui

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- WAYFINDING OR PLACE MAKING OPPORTUNITY
- POTENTIAL PED/CYCLE CROSSING POINT
- - - POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION
- ~ POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- URBAN CONNECTORS
- CITY HUBS
- ACTIVITY STREETS
- MAIN STREET
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Safety improvements to Days Track to coincide with the investment in pedestrian crossing on Rocks Road at the base of Days track
2. Consider options for accessing the water /waterfront close to the Days Track Crossing and Bus Stops
3. Explore ways to enhance the relationship between Rocks Road and the natural rock formations
4. Opportunities to develop 'buildouts' that overhang the water and provide 'pause points' where people can stop, rest and enjoy the expansive coastal views. In places this may include water access or fishing points
5. Consider additional pedestrian crossing point - Investigation into catchment size and demand, assessed against the impact on through traffic.
6. Improved entry and connection to Tahunanui Beach - For Active modes only
7. Improve intersection layout to create a safe and convenient side street crossing for North - South movement at Muritai Street.

Wayfinding and signage to connect cyclists to the Tahunanui Pathway
8. There are limited options for crossing Tahunanui Drive. A controlled crossing at Muritai Street is essential for helping reduce severance. There is approx 550m between Maratai Street and the next crossing at Tahunanui School
9. Improve intersection layout to create a safe and convenient side street crossing for North - South movement at Rui and Rawhiti Street. Considering ways to restrict vehicle movements i.e. a single left in or left out only.
10. Develop a safe crossing point linking to the Tosswill Reserve and Tahunanui Bowls Club

11. Identify opportunities to develop the Tahunanui town centre so that it is close to the arterial/SH6 - but not straddling it - to avoid future severance issues.

Develop a heart and place the community can recognise as the centre of their community. This must not be severed by an arterial road or transport corridor

Ensure that the Town Centre has room to grow and continues to cater for the needs of businesses and the community
12. Improve the legibility and access to the PT /bus transfer point include end of trip facilities to support mode shift

RISK AREAS

13. The tilted sandstone rock formation adjoining Rocks Road along with Haulashore Island, and Arrow Rock are considered to form a cluster of outstanding natural features [ONF]. The impact of Rocks Roads on the sandstone rock formation is a significant risk
14. The existing Rocks Road sea wall is considered by some experts has having 'high significance for its historical, architectural, technological and landscape values'. The sea wall is made up of many sections of varying age and style. Part of the seawall is registered by the NZ Historic Places Trust as a Category 2 structure and is identified in the Nelson Resource Management Plan (NRMP).

The chain link and stanchion fence is considered by many to be a 'Nelson Landmark' and an integral part of the sea wall. It has been recognised by Heritage NZ as having national significance (Category 1) and is recognised by Nelson City Council as a Category A structure on the NRMP.

Both these existing structure/features pose a significant risk to the proposed Rocks Road upgrade.

15. The visual impact and perceived dominance/scale of change of the revetment wall

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

16. The impacts of the rocks road project on Outstanding Natural landscapes and listed Heritage structures.
17. The impacts of the NPS-UD on the growth and Intensification assumptions for Tahunanui
18. Working with mana whenua iwi to identify ways in which the rich Māori relationship to the area can be portrayed in a way that respectfully acknowledges the habitation of their Tipuna (ancestors) or Ahi Kaa (ancestral connection to the area). This may include (but not limited to) a range of treatments to acknowledge site of significance, connections and relationships with stream, valley springs and the ocean
19. Consider the known sites, identify the significance of these, and aim to avoid these as far as possible. However , recognise the avoidance of all sites will not be likely given the many known and still unknown sites.

NEXT STEPS

20. Work with Heritage NZ and Built Heritage expert to develop a acceptable set of design principles and objectives to inform the design of a new Sea Wall and treatment of the existing wall. Look to identify early an agreed approach that will lead to successful outcomes for the project and Nelson.
21. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
22. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.



Figure 18: Days Track Connection

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. Opportunities to develop 'buildouts' that overhang the water and provide 'pause points' where people can stop, rest and enjoy the expansive coastal views. In places this may include water access or fishing points
2. Developing a people focused waterfront, supporting investment and development of waterfront properties.

Legibility and Way finding. -There is an opportunity to improve the pedestrian experience in key locations. This could include the Wayfinding and interpretive signage, public art, widening of paths, upgrades to street furniture and improving access to key destinations.

3. Safety improvements to Stepney Lane and Stafford Walk to Richardson Street steps to coincide with the investment in improved crossings on Rocks Road
4. Consider landscape and placemaking treatments to enhance the Rocks Road Character Housing Precinct.
5. Consider the opportunities to enhance the awareness of the heritage and cultural sites within the NFAP associated structures, pathways and other elements.

Enhance and better integrate the Historic sites such as archaeological sites, buildings and structures into the future open space and treatment of Rocks road

6. Queens Road to Harbour Terrace (steps, Stepney Lane) and Stafford Walk to Richardson Street (steps)
7. Develop easy to find/identifiable bus stops that are covered, feel safe and provide people with real time information. Use a consistent treatment/design language throughout the network. Ensure that bus stops are accessible to all people (age and ability) endeavour to provide step free access to public transport

RISK AREAS

8. It is likely that a number of current listed and or other existing significant Trees may be in conflict with the priority lanes in long term package - Existing trees are unlikely to be impacted by the short term package
9. Consideration must be given to any place making/streetscape upgrades in the short term package of work to ensure that new tree planting is not in conflict with the future long term package.
10. Impact on the Rocks Road Character Housing Precinct - Integration of the proposed revetment wall.
11. The visual impact and perceived dominance/scale of change of the revetment wall
12. The existing Rocks Road sea wall is considered by some experts has having 'high significance for its historical, architectural, technological and landscape values' . The sea wall is made up of many sections of varying age and style. Part of the seawall is registered by the NZ Historic Places Trust as a Category 2 structure and is identified in the Nelson Resource Management Plan (NRMP).

The chain link and stanchion fence is considered by many to be a 'Nelson Landmark' and an integral part of the sea wall. It has been recognised by Heritage NZ as having national significance (Category 1) and is recognised by Nelson City Council as a Category A structure on the NRMP.

Both these existing structure/features pose a significant risk to the proposed Rocks Road upgrade.

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

13. Ensure that Council Transport Officers and Waka Kotahi Officers (for the State highway) are consulted on trees to be protected on corridors that have currently identified projects or use the District Plan process to ensure that key transport corridors are protected to enable them to move people and goods.

14. Working with mana whenua iwi to identify ways in which the rich Māori relationship to the area can be portrayed in a way that respectfully acknowledges the habitation of their Tipuna (ancestors) or Ahi Kaa (ancestral connection to the area). This may include (but not limited to) a range of treatments to acknowledge site of significance, connections and relationships with stream, valley springs and the ocean
15. Consider the known sites, identify the significance of these, and aim to avoid these as far as possible. However , recognise the avoidance of all sites will not be likely given the many known and still unknown sites.

NEXT STEPS

16. Work with Heritage NZ and Built Heritage expert to develop a acceptable set of design principles and objectives to inform the design of a new Sea Wall and treatment of the existing wall. Look to identify early an agreed approach that will lead to successful outcomes for the project and Nelson.
17. Work with Council to better integrate the aspirations of the Shape Nelson - Te Ara o Whakatū - City Centre Spatial Plan - This should include discussions on achieving a consistent and coordinated use of materials, furniture and planting to achieve the desired inner city amenity and character
18. Work with Council to align with the Regional Public Transport Pan - Including the location an access to PT stops and to understand the implications of the NPS-UD
19. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.



Figure 20: Rocks Road Character Housing Precinct

DESIGN SCOPE

3.3 FUTURE DESIGN STAGES

8.0 - RUTHERFORD PARK

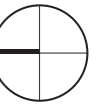


Figure 21: Considerations for future design stages - 8.0 Rutherford Park

KEY

- EXISTING BUILT EDGE - VARIABLE
- GREEN SPACES
- REDEVELOPMENT OPPORTUNITY-TAKING INTO ACCOUNT EXISTING HERITAGE BUILDINGS AND FEATURES
- WAYFINDING OR PLACE MAKING OPPORTUNITY
- POTENTIAL PED/CYCLE CROSSING POINT
- POOR ACCESS TO/FROM OPPORTUNITY TO IMPROVE CONNECTION

- ~ POOR BUILT EDGE
- LISTED TREES - REFER STAGE 1 BASELINE ULDF ANALYSIS MAPS
- CONSIDER LOCATION OF END OF TRIP FACILITIES TO SUPPORT AND PROMOTE MODE SHIFT

FUTURE -POTENTIAL ONE NETWORK FRAMEWORK (ONF) CATEGORISATION

- TRANSIT CORRIDOR
- URBAN CONNECTORS
- CITY HUBS
- ACTIVITY STREETS
- MAIN STREET
- LOCAL STREET

DESIGN SCOPE

CONTEXT ISSUES

OPPORTUNITIES TO BE EXPLORED,

1. The recently completed Anzac Park to Maitai cycle link completes a very important section of the Great Taste Trail. This provides/completes a continuous sharedpath between the Railway Reserve Pathway, St Vincent Street Shared Path, and the Haven Road Shared Path (via Rutherford Park). With the Rocks Road improvements in place this will provide a full loop around the Port Hills (incorporating the recently completed Tahunanui Pathway. What needs further consideration is the way in which cyclist transition from this separated facility (at the corner of Anzac Park) into the central city cycle network. It will be important to consider and minimise conflicts with Buses on Rutherford Street.
2. Consider public open space improvements and new sharedpath link on the Eastern side of salt water creek / te wairepo - york stream. This poorly utilised and activated edge provides an alternative access point to the pedestrian bridge and proposed signalised crossing opposite Auckland Point School. This has the potential to be a safer route than the footpath and on road cycleway on Haven Road.
3. Improve intersection layout to create a safe and convenient side street crossing at Maori Road.
4. Improve the physical connectivity and condition of the footpath between Auckland Point School and the crossing point on St Vincent Street
5. It is currently difficult to cross St Vincent Street linking to Anzac Park. Consider the inclusion of a controlled pedestrian crossing in this location.

RISK AREAS

6. It is likely that a number of current listed and or other existing significant Trees may be in conflict with the priority lanes in long term package - Existing trees are unlikely to be impacted by the short term package
7. Consideration must be given to any place making/streetscape upgrades in the short term package of work to ensure that new tree planting is not in conflict with the future long term package.

WHAT NEEDS TO BE CONSIDERED IN FUTURE STAGES.

8. Identifying opportunities to protect existing established vegetation and trees.. Protect significant trees as much as practical. In doing so ensure that Council Transport Officers and Waka Kotahi Officers (for the State highway) are consulted on trees to be protected on corridors that have currently identified projects or use the District Plan process to ensure that key transport corridors are protected to enable them to move people and goods.
9. Working with mana whenua iwi to identify ways in which the rich Māori relationship to the area can be portrayed in a way that respectfully acknowledges the habitation of their Tipuna (ancestors) or Ahi Kaa (ancestral connection to the area). This may include (but not limited to) a range of treatments to acknowledge site of significance, connections and relationships with stream, valley springs and the ocean
10. Consider the known sites, identify the significance of these, and aim to avoid these as far as possible. However , recognise the avoidance of all sites will

not be likely given the many known and still unknown sites.

NEXT STEPS

11. Work with Council to better integrate the aspirations of the Shape Nelson - Te Ara o Whakatū - City Centre Spatial Plan - This should include discussions on achieving a consistent and coordinated use of materials, furniture and planting to achieve the desired inner city amenity and character
12. Work with Council to align with the Regional Public Transport Plan - Including the location an access to PT stops and to understand the implications of the NPS-UD
13. Work with Council to integrate key aspects of the Future One Network Framework (ONF) - Identify key design interventions and quality/amenity that will assist in achieving the desired outcomes.



Figure 22: Completed Anzac Park to Maitai cycle link - <https://shape.nelson.govt.nz/anzac-park-maitai-cycle-link>

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

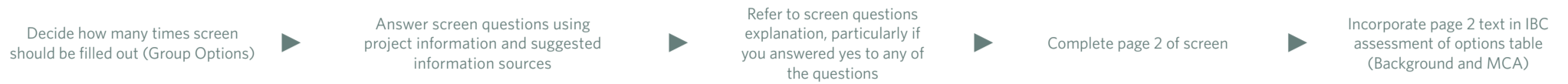
www.boffamiskell.co.nz

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PROJECT LOCATION:	PROJECT PURPOSE:	DATE:	OPTION DESCRIPTION:		
CATEGORY		QUESTION	ANSWER		USEFUL INFORMATION SOURCES
GENERAL	G1	What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural	Commercial	District/Unitary Plan Zoning Maps
			Industrial	Residential	
			High density residential	Parks/open space	
	G2	Does the option disturb previously undisturbed land?	Y	N	
G3	What is the construction timeframe?	>18 months	<18 months		
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2	Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y	N	Regional Plan Maps and Schedules
	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y	N	District Plan Maps and Schedules
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y	N	Department of Conservation
	NE5	Will more than 0.5 hectares of vegetation be removed? What type?	Y	N	
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y	N	Iwi
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y	N	NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH3	Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y	N	Heritage New Zealand List
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y	N	NZ Archaeological Association
	CH5	Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y	N	District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
HUMAN HEALTH	HH1	What is the One Network Road Classification?	National	Regional	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2	Is the area of interest designated as a non-compliant airshed?	Arterial	Collector	
	HH3	Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y	N	
	HH4	Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y	N	
SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y	N	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Which?		
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
	ULD2	Does the option enhance the development potential of adjacent land where appropriate?	Y	N	Regional Land Transport Plan
	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y	N	Project Team
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y	N	Strategies and District Plan

Answers and Comments Refer to [screen questions explanation](#) to help complete this part.

1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.

NATURAL ENVIRONMENT:

CULTURAL AND HISTORIC HERITAGE:

HUMAN HEALTH:

SOCIAL:

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:

Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.

3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?

Completed by

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table?

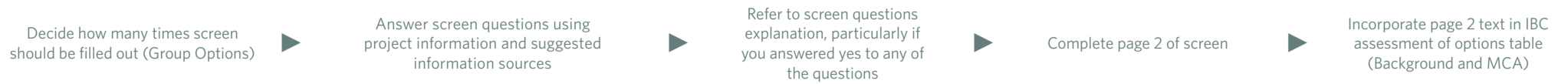
Yes

No

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CATEGORY	QUESTION	ANSWER	USEFUL INFORMATION SOURCES		
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural	Commercial		
		Industrial	Residential		
		High density residential	Parks/open space		
	G2	Does the option disturb previously undisturbed land?	Y	N	
G3	What is the construction timeframe?	>18 months	<18 months		
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment Regional Plan Maps and Schedules District Plan Maps and Schedules Department of Conservation
	NE2	Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y	N	
	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y	N	
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y	N	
	NE5	Will more than 0.5 hectares of vegetation be removed? What type?	Y	N	
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y	N	Iwi NZTA MapHub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List NZ Archaeological Association District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y	N	
	CH3	Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y	N	
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y	N	
	CH5	Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y	N	
HUMAN HEALTH	HH1	What is the One Network Road Classification?	National Arterial	Regional Collector	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2	Is the area of interest designated as a non-compliant airshed?	Y	N	
	HH3	Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y	N	
	HH4	Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y Y	N N	
SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y Which?	N	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y	N	
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes) Regional Land Transport Plan Project Team Strategies and District Plan
	ULD2	Does the option enhance the development potential of adjacent land where appropriate?	Y	N	
	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y	N	
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y	N	

Answers and Comments Refer to [screen questions explanation](#) to help complete this part.

1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.

NATURAL ENVIRONMENT:

CULTURAL AND HISTORIC HERITAGE:

HUMAN HEALTH:

SOCIAL:

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URBAN AND LANDSCAPE DESIGN:

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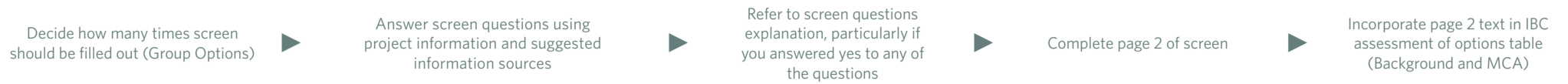
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	G2	Does the option disturb previously undisturbed land?	Y	N	
G3	What is the construction timeframe?	>18 months	<18 months		
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment
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	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y	N	District Plan Maps and Schedules
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y	N	Department of Conservation
	NE5	Will more than 0.5 hectares of vegetation be removed? What type?	Y	N	
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y	N	Iwi
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y	N	NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH3	Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y	N	Heritage New Zealand List
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y	N	NZ Archaeological Association
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SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y	N	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Which?		
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
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	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y	N	Project Team
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y	N	Strategies and District Plan

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1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.

NATURAL ENVIRONMENT:

CULTURAL AND HISTORIC HERITAGE:

HUMAN HEALTH:

SOCIAL:

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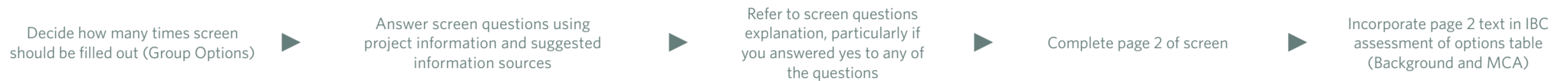
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			High density residential	Parks/open space	
	G2	Does the option disturb previously undisturbed land?	Y	N	
G3	What is the construction timeframe?	>18 months	<18 months		
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2	Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y	N	Regional Plan Maps and Schedules
	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y	N	District Plan Maps and Schedules
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y	N	Department of Conservation
	NE5	Will more than 0.5 hectares of vegetation be removed? What type?	Y	N	
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y	N	Iwi
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y	N	NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH3	Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y	N	Heritage New Zealand List
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y	N	NZ Archaeological Association
	CH5	Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y	N	District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
HUMAN HEALTH	HH1	What is the One Network Road Classification?	National	Regional	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2	Is the area of interest designated as a non-compliant airshed?	Arterial	Collector	
	HH3	Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y	N	
	HH4	Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y	N	
SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y	N	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Which?		
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y	N	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
	ULD2	Does the option enhance the development potential of adjacent land where appropriate?	Y	N	Regional Land Transport Plan
	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y	N	Project Team
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y	N	Strategies and District Plan

Answers and Comments Refer to [screen questions explanation](#) to help complete this part.

1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.

NATURAL ENVIRONMENT:

CULTURAL AND HISTORIC HERITAGE:

HUMAN HEALTH:

SOCIAL:

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:

Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.

3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?

Completed by

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table?

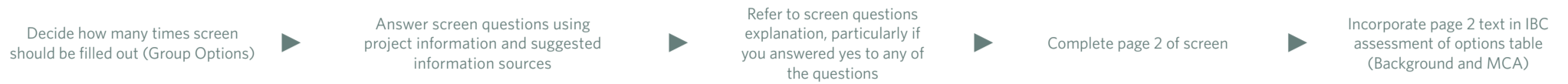
Yes

No

Use to assess options in the [Indicative Business Case](#)

Use this screen to identify opportunities and risks and assess options for state highway projects. Complete the screen for each option to distinguish them from one another or bundle options where appropriate. Screen results will signal where technical assessments are required and provide a written record to support the alternatives assessment required for statutory applications. For further assistance contact the [EUD Team](#).

Additional instructions and content, including information sources, to help complete the screen can be found on the [Highways Information Portal Screen pages here](#).



PROJECT LOCATION: PROJECT PURPOSE: DATE: OPTION DESCRIPTION:

CATEGORY	QUESTION	ANSWER	USEFUL INFORMATION SOURCES
GENERAL	G1	What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural Commercial Industrial Residential High density residential Parks/open space
	G2	Does the option disturb previously undisturbed land?	Y N
	G3	What is the construction timeframe?	>18 months <18 months
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y N
	NE2	Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y N
	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y N
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y N
	NE5	Will more than 0.5 hectares of vegetation be removed? What type?	Y N
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y N
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y N
	CH3	Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y N
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y N
	CH5	Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y N
HUMAN HEALTH	HH1	What is the One Network Road Classification?	National Regional Arterial Collector
	HH2	Is the area of interest designated as a non-compliant airshed?	Y N
	HH3	Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y N
	HH4	Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y N Y N
SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y N Which?
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y N
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y N
	ULD2	Does the option enhance the development potential of adjacent land where appropriate?	Y N
	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y N
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y N

Answers and Comments Refer to [screen questions explanation](#) to help complete this part.

1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.

NATURAL ENVIRONMENT:

CULTURAL AND HISTORIC HERITAGE:

HUMAN HEALTH:

SOCIAL:

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:

Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.

3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?

Completed by

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table?

Yes

No