

Notes for Summary Presentation – Gary Clark for the Applicant

PPC 28 proposal aligns well with both national and regional transport policies and outcomes. The location of the development area in relation to the Nelson central provides opportunities to encourage active transport modes and reduce vehicle use and travel.

There are a number of key documents which includes the Regional Land Transport Plan, The National Policy Statement on Urban Development, Nelson Draft Parking Strategy and currently out for consultation is the **Nelson's Active Travel Strategy**. The later document being the most recent clearly articulates the future focus of transport outcomes for Nelson city. In summary this document picks up on government policy direction to move to a less vehicle centric transport system and encourage active or alternative transport modes.

Active Nelson focuses on providing the framework and guidance to change the way we travel. It will deliver a programme of investment in walking and cycling over the next 10-15 years, that will change the way we travel so it is more sustainable, reducing carbon emissions and private car use. The plan has been developed for all age groups and abilities to promote the broader well-being of all our community

The location of PPC28 and particularly the Kaka Valley provides the excellent opportunity for active and alternative transport modes due to its relatively flat route and being within five kilometres of Nelson city.

The development area being located to the north and east of the city is able to use the existing infrastructure which is operating well below its functional capacity especially when compared to the high levels of congestion and delays experienced on the southern side of Nelson. The use of existing infrastructure with minor improvements again is in line with good transport outcomes.

Through the process of assessing the site, preparing evidence, rebuttal statements and conferencing, refinements have been made to the various transport measures which have further improved the plan change framework to provide more clarity of how any effects will be managed. These changes are generally agreed by the transportation experts.

The key changes include improvements needed before occupation of any lots within PPC28 which mostly relate to provisions for active transport modes and an intersection upgrade. There is also more robustness around the preparation of the transportation impact assessments for any proposed subdivisions which will ensure future impacts are considered at the appropriate time of the consent process.

At the high level, the framework of PPC 28 and particularly Schedule X provides the mechanisms to address the existing network constraints and then other future impacts through the subdivision process. Through the rules and the NTLDM there is sufficient controls to provide the appropriate good design outcomes.

Happy to answer any questions you may have