

## Comments on the Waitohi Picton Ferry Precinct Redevelopment Fast Track Application

All sections of this form with an asterisk (\*) are mandatory.

### 1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

<b>Organisation name (if relevant)</b>	<b>Waka Kotahi NZ Transport Agency</b>		
<b>*First name</b>	Caroline		
<b>*Last name</b>	Horrox		
<b>Postal address</b>	The Majestic Centre <b>100 Willis Street</b> PO Box 5084 Wellington 6140		
<b>*Home phone / Mobile phone</b>	021 578 395	<b>*Work phone</b>	021 578 395
<b>*Email</b>	<a href="mailto:Caroline.Horrox@nzta.govt.nz">Caroline.Horrox@nzta.govt.nz</a>		

### 2. \*We will email you draft conditions of consent for your comment about this application

<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct
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### 3. Please provide your comments on the Waitohi Picton Ferry Precinct Redevelopment Application

Thankyou for inviting Waka Kotahi NZ Transport Agency (Waka Kotahi) to comment on the Waitohi Picton Ferry Precinct Redevelopment project (the Project) which is being considered under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

State Highway 1 from Picton to Christchurch is a national strategic route and has a critical freight task connecting the North and South Islands. As such it is essential for the Project to adequately address construction related and longer term effects on State Highway 1 and the wider Picton transport network.

Waka Kotahi has received and reviewed the resource consent applications (application documents) lodged by KiwiRail, Port Marlborough and Marlborough District Council for the Project. *Please note that the version of this form emailed to us incorrectly named Waka Kotahi as an applicant.*

In November 2020, Waka Kotahi provided 'Approval in Principle' for the Project, as described in the draft application documents. This was provided on the basis of continued and ongoing cooperation between our organisations regarding the Project, including relevant detailed design elements and the appropriate management of effects on the state highway network.

Waka Kotahi was consulted on the development of the Project's Integrated Transportation Assessment (ITA) and generally accepts the ITA conclusions.

Draft conditions to address effects on the state highway as outlined in the ITA were agreed pre lodgement and were included in the application documents as lodged. These are outlined in Table 1 below. We request that any changes proposed to these or any other conditions that may impact on the management of effects on the transport network are discussed with us prior to their confirmation.

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**Table 1 Agreed conditions/requirements (state highway effects)****MDC resource consent application 2C for Dublin St bridge***Condition 5 Detailed Design of the Dublin Street Overbridge**(b) Evidence that:**(i)...**(ii) Waka Kotahi New Zealand Transport Agency's Bridging the Gap Design Guide has been used as a basis for the design process in condition 5(a); and**(iii) The consent holder has consulted with Marlborough Roads and Waka Kotahi NZ Transport Agency on the detailed design of the overbridge.***PMNZ Resource consent application 2A***Condition 1.3 Final Plans**Clause (c)**Where changes to any of the information and plans listed in condition 1.1 are required for connections from the ferry terminal to external roads, such as Lagoon Road and Auckland Street, the final plans and elevations provided in condition 1.3(a) shall be accompanied with evidence of consultation undertaken with Marlborough Roads, Waka Kotahi NZ Transport Agency and Marlborough District Council.**Condition 1.9 Roading Management Plan – Road Maintenance**At least 15 working days prior to construction commencing, the consent holder shall supply the Marlborough District Council with a Roading Management Plan for local roads affected by construction traffic.**The Roading Management Plan will include:**(a) Identification of roads likely to be affected by project activities, in consultation with Marlborough Roads, where any predicted effects are considered by the consent holder to be directly attributable to project delivery;*

While not part of the consent package being considered under the COVID-19 Recovery (Fast-track Consenting) Act 2020, for completeness we also note that the Outline Plan of Works 1B (submitted and approved by Marlborough District Council) included the following undertaking to address effects on the state highway network:

*Undertaking 2: Detailed Design of the Dublin Street Overbridge**(b) Evidence that:**(i).....**(ii) Waka Kotahi NZ Transport Agency's Bridging the Gap Design Guide has been used as a basis for the design provides is 2(a); and**(iii) The requiring authority has consulted with Marlborough Roads and Waka Kotahi NZ Transport Agency on the detailed design of the overbridge.*

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Separate to this consenting process, the Picton Port Access Single Stage Business Case (the SSBC) is due to be finalised by March 2021. The SSBC process is being coordinated by Waka Kotahi in collaboration with KiwiRail, the Port and Marlborough District Council and is considering potential transport changes that may be needed in addition to transport changes proposed as part of the Project.

In the event that the outcomes of the SSBC results in changes to the transport interventions proposed for the Project, all parties have agreed to work collaboratively to confirm and obtain any additional relevant statutory approvals, as necessary.