

Nelson Airport Notice of Requirement Northern Runway Extension

Landscape Effects Assessment
Prepared for Nelson Airport Limited



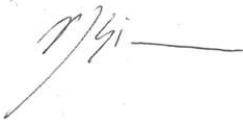
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Cover photograph: View located north east of airport terminal looking west across existing runway, 2022.

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Executive Summary

The proposed runway extension and Runway End Safety Areas (RESA) are required to ensure NAL can provide for the expected needs of future aircraft types, remove operating constraints experienced by existing aircraft, and improve safety. To enable a longer runway, NAL is seeking to amend its existing designations under the Nelson Resource Management Plan (NRMP) (referred to as the 'Proposal' within this report).

Boffa Miskell Limited (BML) prepared the 'Nelson Airport Notice of Requirement Options Report' dated November 2022, for the proposed runway extension options to the Airport's designation (Options Report). The conclusions in that Options Report confirmed that Option A, the northern extension was the preferred option from a landscape and natural character perspective. That conclusion was largely based on the northern option retaining a similar landscape character to that presently existing in this landscape, even where modified with the development associated with a runway extension and associated elements. Accordingly, the designation extension to facilitate a runway extension and RESA would be largely in keeping with the existing modified natural character and the visual catchment associated with Option A, which is generally contained to the local area. The MCA for the Proposal also concluded that the northern extension option (Option A) was preferred when having regard to the full range of criteria assessed across all disciplines.

This report provides a detailed assessment of the landscape, natural character and visual effects of the northern runway extension (Option A). The report also considers potential mitigation (as able to be influenced through Conditions associated with the Designation and / or subsequent future regional resource consenting processes) to manage any effects associated with the proposed change to NAL's existing designations / extension to the existing runway. The report recommends Conditions to be included on that Designation in relation to the extension. The mitigation considered in this report is focused on what is required to manage the effects arising from the runway extension.

At a local level, the natural character rating of the area subject to the proposed Designation extension is assessed as '**low-moderate**', due to natural character attributes being highly modified with minimal intact abiotic and biotic systems apparent. As part of the runway extension, the Maire Stream tributary will need to be realigned or piped. For the purposes of this assessment, it has been assumed that the Maire Stream will be piped. Piping of the tributary would result in a higher adverse natural character effect than realigning to maintain open water corridor as the abiotic and biotic aspects of the tributary would no longer be left intact or apparent in the landscape. As a consequence of piping the tributary, the opportunity to enhance and create a more natural stream shape supplemented with indigenous vegetation that would normally be present in the freshwater/estuarine habitat would also be lost.

Overall, the Proposal is considered to have an overall **low-moderate (adverse)** effect on natural character attributes at a local level due to the proposed modifications occurring within a natural context that has already been highly modified; and a **moderate (adverse)** effect on the natural character attributes of Maire Stream tributary (due to piping).

The Proposal will generally be consistent in landscape character with the flat, open grassland which is apparent at the existing golf course to the north of the existing runway. This is aside from the effects of earthworks which will be required to remove interspersed 'sand-dune' type landforms throughout the area of the existing golf course affected by the Proposal. The physical landscape of the Proposal area will be altered through an increase in pavement and either the realignment or piping of the Maire Stream tributary (with the tributary assumed to be piped in this report). Existing recreational opportunities (walkway loops and golf course configuration) will need to be adapted to a northern runway extension. Based on the above, it is considered the Proposal will have an overall **low-moderate (adverse)** effect on the physical landscape and existing landscape character. The flat nature of the topography aids in absorbing the horizontal

form of the runway extension and the current airport operations already form part of the existing environment. If piped, the existing landscape feature of Maire Stream tributary would be lost and no longer be legible in the landscape. However, the moderate(adverse) effect on the feature in this section of the landscape would be lower if the stream was realigned and naturalised).

From public locations, the visual effects resulting from the Proposal range from **very low (neutral) to moderate (adverse)** without mitigation. Public locations are considered to be the least affected by the Proposal due to the transient nature of the recreational users. From elevated private locations over 1.7kms away, the adverse visual effects range from **very low to low (adverse)**. From nearby private locations the visual effects range from **low to high (adverse)** without mitigation for private dwellings that border the extension area (northern and eastern visual catchment). This level of effect is dependent on the sensitivity of the viewer to the effect. From the southern viewing catchment, visual effects from private locations are considered to be **very low (neutral)**. Overall, the visual catchment of the Proposal is generally contained to the localised area, with options to provide mitigation in order to lower the overall level of visual effects even further as set out in Appendix 2.

1.0 Introduction

1.1 Scope of the report

Boffa Miskell Limited (BML) has been engaged by Nelson Airport Limited (NAL) to undertake a Natural Character and Landscape Effects Assessment (NCLEA) of a northern runway extension to the existing Nelson Airport runway. The northern runway extension area (also referred to as 'the Proposal') is located north of the existing runway and extends into the Nelson Golf Club landholding.

The Proposal consists of a northern displacement of the existing runway to provide for a 240m southern RESA, together with an extension of the runway length from 1,347m to 1,510m and a 240m northern RESA.

The northern extension area is predominantly zoned Open Space Recreation within the Nelson Resource Management Plan (NRMP) with a small portion zoned Industrial and Residential. The northern extension area is also within the coastal environment overlay.

The following assessment considers the Proposal in the context of relevant statutory provisions and assesses the potential natural character, landscape and visual effects of the Proposal on the existing environment.

1.2 Project background

Boffa Miskell prepared the 'Nelson Airport Notice of Requirement Options Report' dated November 2022, for the proposed runway extension options for NAL's existing runway. The Options Report informed the overall consideration of options (and multi criteria analysis of the options) required for the Notice of Requirement (NoR). The Options Report concluded that Option A (northern extension) is the preferred option from a landscape, natural character and visual effects perspective. This conclusion is consistent with the results from the Multi-Criteria Assessment (MCA) carried out for the Proposal which also identified Option A (northern extension) as the overall preferred option across a number of disciplines.

BML ecologists have also assisted NAL regarding the ecological effects and constraints associated with the Options Assessment, MCA and northern extension option. The Ecological Assessment¹ should be read in conjunction with this landscape report, specifically in relation to informing natural character abiotic and biotic attributes that relate to the Airport environs. This Northern Runway Extension report refers to some of the findings identified within the ecological report where those findings have corresponding effects on natural character matters.

2.0 Assessment Methodology

This assessment follows the concepts and principles outlined in *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*². A full method is outlined in **Appendix 1** of this report. In summary, this report will assess natural character (characteristics and qualities), landscape (character and values) and visual matters (including the nature of potential effects in the context of the relevant statutory planning provisions), relating to the northern runway extension Proposal.

¹ Boffa Miskell (2022) Nelson Airport Designation Notice of Requirement, Ecological Assessment.

² *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

The effects ratings are based upon a seven-point scale, which ranges from very low to very high. A **Graphic Supplement** has been included as **Appendix 3**, which includes a context map, zoning plan, landscape classification overlays, viewpoint map and northern extension area photographs.

2.1 Assessment Process

The assessment involved the following tasks:

- Familiarisation of the northern runway extension area and background documents;
- Desktop analysis of the Nelson Airport and surrounding landscape context, including a review of relevant information relating to natural character, landscape and visual aspects.
 - 2050 Airport Master Plan, prepared by Nelson Airport;
 - *Nelson Landscape Study: Landscape Character Assessment*, prepared by BML and Canopy Landscape Architects, dated March 2015;
 - *Nelson Landscape Study: Landscape Evaluation*, prepared by BML, dated November 2016; and
 - *Nelson Coastal Study: Natural Character of the Nelson Coastal Environment*, prepared by BML dated November 2016.
- Site visit: Amanda Anthony of BML visited the Airport and proposed northern extension area on 21st November 2022, during overcast weather conditions and on 28th November 2022 during clear, sunny weather conditions. While on the site visit, the immediate surrounding area was also visited to understand the area's physical and visual relationship to nearby public and private locations. Representative public viewpoints were visited, and viewpoints are included in **Appendix 3: Graphic Supplement**.
- Review of statutory provisions such as:
 - The Resource Management Act 1991 (RMA) specifically Section 6a and 6b;
 - New Zealand Coastal Policy Statement 2010 (NZCPS) specifically Policies 13, 14 and 15; and
 - Relevant sections of the Nelson Resource Management Plan (NRMP).
- Description of the northern runway extension
- Description of the existing environment including the natural character and landscape values at a local level.
- Assessment of natural character, landscape and visual effects of the northern runway extension.
- Recommended conditions for the designation to mitigate adverse effects and promote positive effects.

3.0 The Proposal

The proposed runway extension is required to ensure it can provide for the expected needs of future aircraft types, remove operating constraints experienced by existing aircraft, and improve safety through the provision of Runway End Safety Areas. This requires an extension to NAL's existing designations under the NRMP. Refer to **Figure 5** in the Graphic Supplement for the proposed runway extensions and designation boundaries.

The Nelson Airport's **objectives** for altering its existing designations are to:

- *Extend the operational runway length in order to ensure that over the next 30 years the aeronautical capacity of the airport and runway system can safely and efficiently:*
 - *provide increased operational resilience and reliability*
 - *enable forecast demand and accommodate future aircraft types*
- *Enable an efficient, flexible and sustainable approach to developing Airport infrastructure, facilities and services and prepare for future aircraft types.*
- *Minimise the effects of aircraft noise impacts on the surrounding community as far as practicable whilst also minimising adverse environmental and cultural effects.*



Image 1: Northern Runway Extension, source: Planz Consultants.

The Proposal consists of a northern displacement of the existing runway to provide for a 240m southern RESA, together with an extension of the runway length from 1,347m to 1,510m and a 240m northern RESA (refer to **Image 1** above). The proposed northern runway extension would extend the main sealed runway into the adjacent Nelson Golf Club. A 240m by 150m wide runway end safety area (RESA) would be created at each runway end, as required by Civil Aviation regulations.

RESA: It has been assumed the RESA to the north-east of the runway extension would be well graded, drained and formed in grass and the south-western RESA would likely remain a mix of paved area and grass as shown above in **Image 1**.

Lighting: It is likely future edge lighting along the northern runway extension would extend along the sealed runway itself.

Fencing: An approximate 2m+ high chain-link fence with barbed wire at the top currently surrounds the existing runway area. Given required security needs to the operational areas of

the Airport, this fence type will continue and surround the northern runway extension and northern RESA.

Maire Stream tributary: The northern RESA extends across the Maire Stream tributary which flows from the eastern residential area through the Nelson Golf Club and into the main Maire Stream to the north. This tributary is tidal and experiences fluctuating water levels as the tides change. Due to the northern RESA needing to be a well graded and drained surface, the tributary requires relocating. The likely options for relocating the tributary include realigning the tributary outside of the RESA or (as assumed in this report) piping the tributary.

For the purposes of this assessment, it has been assumed that the land currently used for the golf course would change to be utilised by airport operations within the extension area, and the scale of Golf Club activities would be reduced outside of the extension area.

Nelson Golf Club sheds: At the north-western corner of the RESA, there are a collection of sheds used by the Golf Club. It has been assumed for the purposes of this report that these will be removed or relocated as a result of the Proposal to enable the creation of the RESA.

4.0 Existing Environment

For the purposes of this assessment the following definition of landscape has been adopted from *Te Tangi a te Manu*. A full methodology statement is included within **Appendix 1** which details how the assessment was undertaken.

***Landscape** embodies the relationship between people and place: It is the character of an area, how the area is experienced and perceived, and the meanings associated with it.*³

As part of the NRMP review, BML was engaged by Nelson City Council to undertake a landscape and coastal natural character study. The *Nelson Landscape Study*⁴ was one of the studies prepared in 2016 which characterised Nelson into landscape character areas.

The Proposal is within the Tahunanui landscape character area. Refer to **Figure 3** in the Graphic Supplement for a map of the character areas. Below is a broad description for the Tahunanui character area from the *Nelson Landscape Study* as well as site-specific descriptions that relate to the Nelson Airport environs as well as for the northern runway extension area.

³ This definition focuses on the relationship between people and place (one of the two strands of meaning of 'landscape') and describing the three dimensions (physical, associative and perceptual) in ordinary terms.

⁴ Boffa Miskell (2016) Nelson Landscape Study – Landscape Character Assessment pages 74 and 80.

4.1.1 Tahunanui Landscape Character Area⁵



Image 2: Tahunanui Landscape Character Area, source: Nelson Landscape Study, page 75.

The Tahunanui character area is almost exclusively sand dune deposits forming a complex arrangement of spits, beach ridges, inter-dunal swamps and estuaries. Tahunanui forms the landward extent of 'Nelson's Beach' and retains a strong connection with Nelson's seaside identity. The character area is low lying and characterised by expansive modified dune fields which extend between the coast and an established urban edge. Beyond a sandy coastal edge, grass covers most of this character area. Small creeks with brackish water with coastal saltmarsh vegetation occur throughout this area. Nelson Airport, situated along the southern golf course boundary is located on an area of former dunes which have been heavily modified and introduces an open utilitarian character similar to the character of the adjoining golf course.

4.2 Nelson Airport Site Description

Nelson Airport is centrally located between Nelson and Richmond, being 7 kms south-west of central Nelson and 7.5 kms north-east of Richmond town centre. The Airport is bound by Waimea Inlet to the southwest and Nelson Golf Club to the north. To the east is Bolt Road and Jenkins Creek. The southern extent of the Airport is bound by Jenkins Creek which flows westward into Waimea Inlet and the tidal flats of Waimea Inlet. Refer to **Figure 1** in the Graphic Supplement for the Airport location and surrounding context.

The wider landscape context surrounding the Airport includes Moturoa/Rabbit Island, Bell Island and Best Island to the west. The coastal waters of Waimea Inlet and specifically Blind Channel separates the Airport from Rabbit Island. Further north is Te Tai-o-Aorere/Tasman Bay and the coastal suburb of Tahunanui. Tahunanui Beach and campground are also located north of the Airport. The Annesbrook industrial area is located east of the Airport and extends to State Highway 6. The Tahunanui Port Hills and more distant Barnicoat Range act as an elevated backdrop east of the Airport. The Wharepapa/Arthur Range within Kahurangi National Park are visible west of the Airport in the distance, beyond the Waimea Estuary. The residential

⁵ Boffa Miskell (2016) Nelson Landscape Study – Landscape Character Assessment page 74.

community of Monaco is located to the south on a peninsula landform that extends into Waimea Estuary.

The Airport and the immediate surrounding area are relatively low lying (approximately 5 meters above sea level), including Monaco Peninsula and the undulating coastal lands of the Nelson Golf Club. Other nearby landscape features include Maire Stream tributary north of the Golf Club and Jenkins Creek south of the main Airport runway.

Due to Airport operations, the area is notably open and covered in low stature exotic grasslands as required for safety measures and easy maintenance. The main paved Airport runway is located centrally within the existing designations for the Airport and a smaller scale grassed runway is located at the western extent of the designation, near the coastline. The Airport terminal building, carpark and industrial buildings (airport hangers and large sheds) associated with airport activity are located east of the main runway on Trent Drive, Dakota Street and McLaren Drive.

There are several pedestrian and cycle access tracks within close proximity to the Airport. Namely, a pedestrian walkway follows the entire perimeter of the Airport (Airport Perimeter Walk) which also links to the Airport Peninsula Walk south-west of the Airport. A walking/cycle track also follows Jenkins Creek and loops around Monaco Peninsula south of the Airport. State Highway 6, Whakatu Drive, is located southeast of the Airport and provides the main transport link between Nelson and Richmond. The Great Taste Trail is also under construction and would be located within the eastern extent of the northern runway extension area.

4.3 Northern Runway Extension Site Description

The northern runway extension area is partially located within the existing Airport designation area and extends north-east into the Nelson Golf Club landholding as well as across the Maire Stream tributary. Refer to **Figures 1, 2 and 5** in the Graphic Supplement for context.

To the north of the extension area are residential dwellings accessed by Parkers Road/Awatea Place, Maire Stream tributary (tidal environment) and a Nelson City Council pumping station (currently under construction). To the east are residential dwellings accessed by Otterson Street, Chandler Street and Golf Haven Way. The Nelson Golf Clubhouse is also located east of the extension area. To the south of the extension area is the existing Nelson Airport, Jenkins Creek and Monaco Peninsula. To the west is the Nelson Golf Club and Waimea Estuary.

Beyond the existing Airport designation, the topography within the Golf Club is a mix of undulating, round and rolling landforms reminiscent of sand dunes found in coastal landscapes. These reflect at least some level of modification to accommodate the existing golf course and are unlikely to be pristine. The northern extension area is predominately covered in grass and typical of a golf course design, displaying both open flat mown areas for fairways and greens surrounded by undulating landforms that create complexity throughout the course.

The northern extension area is currently occupied by a number (1, 9, 10 and 18) of golf 'holes' which are owned and operated by the Golf Club. A collection of buildings used by the Golf Club (caretakers) are located at the north-west corner of the extension area which is accessed via Parkers Road⁶. Directly north and east of the extension area is Maire Stream tributary which flows into Waimea Inlet⁷. Residential dwellings and the Nelson Golf Clubhouse with associated carpark are located further to the south-east.

An extension to the Tasman Great Taste Trail (walking and cycling track) has been built along the eastern extension boundary and is awaiting a bridge to be built across Maire Stream tributary before it is opened to the public. This trail would link with Tahanunui to the north and other tracks further south.

⁶ Refer to Viewpoint 10 in Appendix 3: Graphic Supplement.

⁷ Refer to Viewpoint 11 in Appendix 3: Graphic Supplement.

Overall, the majority of the northern extension area is similar in landscape character to the existing Airport designation due to the open nature of the Golf Club, exotic grass coverage and relatively flat to slightly undulating topography.

4.4 Visual Catchment

To determine the visual catchment and viewing audience of the proposed northern runway extension, a study of aerial photography including land use, landform and vegetation patterns was undertaken in addition to visiting the Nelson Golf Club and surrounding local areas. Below is a description of the visual catchment and accompanies viewpoint photographs contained within the **Graphic Supplement (Appendix 3)**.

The visual catchment of the northern runway extension is predominately contained by the immediate low-lying areas in all directions; with long-distance views (approximately 1.8kms) available from the elevated Tahunanui Hills to the east. Refer to **Table 1** below for a detailed breakdown of viewing audiences and refer to the **Viewpoints** in Appendix 3, Graphic Supplement.

Table 1: Northern Runway Extension Visual Catchment*	
Visual Catchment	Viewing Audiences
<i>Refer to Figure 6 in the Graphic Supplement for Map ID locations.</i>	
Northern	<ul style="list-style-type: none"> – Private dwellings accessed by Parkers Road and Awatea Place (No 1 - 5 on Figure 6). – Public users of the Nelson Golf Club. – Public users of the Maire Stream tributary. – Public, recreational users of the Airport Perimeter Walk.
Southern	<ul style="list-style-type: none"> – Private dwellings accessed by Point Road (on Monaco Peninsula). – Water users of Jenkins Creek. – Public, recreational users of the Airport Perimeter Walk. – Public and private views from Monaco Peninsula
Eastern	<ul style="list-style-type: none"> – Private dwellings accessed by Otterson Street, Chandler Street, Cohen Place and Golf Haven Way (No 6 - 10 on Figure 6). – Public users of the Nelson Golf Club. – Public users in industrial areas accessed by McLaren Drive and Dakota Street. – Public, recreational users of the Great Taste Trail (once it opens). – Long-distance views from private dwellings located approximately 1.8kms along the elevated Port Hills Ridge.
Western	<ul style="list-style-type: none"> – Public, recreational users of the Airport Perimeter Walk. – Public users of the Nelson Golf Club. – Water uses of Waimea Estuary.
<p><i>*Note: The visual catchment for the Options Report was considered at a broader level. For the purposes of this report and the northern extension area, a more refined and detailed visual analysis has been undertaken.</i></p>	

A range of viewpoints representing the key viewing audiences have been selected and are outlined below. Refer to Section 6.3 for the Visual Effects assessment and **Appendix 2** for a detailed visibility analysis from private locations.

Viewpoints 1 – 3 are located on the Airport Perimeter Walk, south of the existing runway, and illustrate open views experienced from recreational users of the walking track, water users of Jenkins Creek and private dwellings located on Point Road.

Viewpoints 4 – 7 are located on the Airport Perimeter Walk, west and north of the existing runway, and illustrate open views experienced from recreational users of the walking track and Nelson Golf Club.

Viewpoint 8 is located on the second-floor balcony of the Nelson Golf Clubhouse, looking in a westerly direction towards the northern extension area and Golf Club. From here, predominantly open views are experienced due to the open nature of the landscape and minimal intervening vegetation.

Viewpoint 9 is located at the terminus of Awatea Place, located 640m north of the existing NAL designation, looking in a southerly direction towards the Nelson Golf Club and northern extension area. From here, open views towards the northern extension area are available.

Viewpoint 10 is located at the north-western corner of the proposed northern RESA, looking in a southerly direction towards the existing Golf Club sheds. This view illustrated the existing built form at the north-western corner of the extension area that would need to be relocated.

Viewpoint 11 is located centrally within the proposed northern RESA, looking in a southerly direction across Maire Stream tributary and the Nelson Golf Club. This view illustrates the requirement to relocate the tributary due to being within the RESA.

Viewpoint 12 is located south of 119 Parkers Road (residential dwelling), looking in a southerly direction across the Nelson Golf Club and proposed RESA. Open views across the Golf Club and proposed RESA are available.

Viewpoint 13 is located within Nelson Golf Club, south of Maire Stream tributary, looking in a southerly direction towards the proposed RESA. This view illustrates potential views from Parkers Road (likely only two-storey dwellings).

Viewpoint 14 is located within Nelson Golf Club, near existing pond, looking in a southerly direction towards the northern runway extension area. This view illustrates views from within the Nelson Golf Club along the western boundary of the extension area.

Viewpoint 15 is located at northern extent of northern runway extension, looking in a south-westerly direction towards the Airport. This view illustrates views from within the Nelson Golf Club within the extension area.

Viewpoint 16 is located from Pinnacle Place, approximately 1.7kms east of the Airport, looking in a westerly direction towards the Airport and Waimea Estuary. As illustrated in the view, the Airport forms only a small portion of the wider expansive view.

4.5 Landscape Values

As part of this assessment, the existing landscape values that relate to the northern extension area have been identified including the relevant statutory provisions (Section 5). The landscape effects of the Proposal are described within Section 6.

Landscape values are the various reasons a landscape is valued—the aspects that are important or special or meaningful. Values may relate to each of a landscape’s dimensions—or,

more typically, the interaction between the dimensions. Values can relate to the landscape's physical condition, meanings associated with certain landscape attributes, and a landscape's aesthetic or perceptual qualities. Importantly, landscape values depend on certain physical attributes. Values are not attributes but are embodied in attributes.⁸

The northern extension area has not been identified as an Outstanding Natural Feature/Landscape or area of Outstanding Natural Character at the Regional or District scale. It also does not form part of any significant landscape / feature.

However, within the *Nelson Landscape Study*⁹, the Tahunanui landscape character area (which the Proposal is located within) has been assessed as having a 'high' overall landscape value. The landscape values relating to a 'high' rating are listed on **Figure 4** within the Graphic Supplement and primarily relate to Tahunanui Beach subsequently classified as a Significant Feature in the Draft Nelson Plan.

At a more local level, the following landscape values apply to the northern extension area:

- Area of open coastal landscape expressing a series of modified coastal dune landforms
- Maire Stream tributary along with its associated landform and riparian margins creates a legible coastal landscape feature that joins Maire Stream before flowing into Blind Channel near the Tahunanui Back Beach.
- The landscape character of the Nelson Golf Club is valued for the open space and recreational opportunities it provides and is well utilised by the community (OSd.2 within the NRMP describes the privately-owned Nelson Golf Club as having substantial public benefit).
- The Airport Perimeter Walk provides value as a recreational access to the Waimea Estuary and the Airport Peninsula Esplanade located along the coastline.
- The visibility of the coastline contributes to Nelson's identity as well as that of the nearby local area (Tahunanui and Monaco).
- The constant change and movement on the coast - with tides, weather and lighting conditions are attributes that provide aesthetic value relating to its coastal context, contributing to visual variety within this landscape.

4.6 Natural Character

For the purposes of this assessment the following definition of Natural Character has been adopted from *Te Tangi a te Manu*. A full methodology statement is included within **Appendix 1** which details how the assessment was undertaken.

Natural character has been interpreted as:

- The naturalness¹⁰ or degree of modification of an area.
- An area's distinct combination of natural characteristics and qualities.

The Guidelines¹¹ adopt the interpretation that natural character is a type of character – the distinct combination of an area's natural characteristics and qualities,¹² and that naturalness is an attribute of that natural character.

'Natural character is the distinct combination of an area's natural characteristics and qualities, including degree of naturalness.'

⁸ *Te Tangi a te Manu*, paragraph 5.06.

⁹ Boffa Miskell (2016) *Nelson Landscape Study: Landscape Evaluation*, page 44.

¹⁰ Naturalness in this context is defined as the extent to which natural processes, elements, and patterns occur and the relative absence of human elements such as structures and roads. It is a measure of the actual and apparent modification from a fully natural state.

¹¹ *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*, paragraph 9.04.

¹² Natural character is an attribute of places – it does not exist of itself. See for example the Port Gore decision, [2012] NZEnvC 072, paragraph 132.

As described previously, BML was engaged by Nelson City Council to undertake a landscape and coastal natural character study of the Nelson Region as a background document for the Whakamahere Whakatū Nelson Plan. The *Nelson Coastal Study, Natural Character of the Nelson Coastal Environment*¹³ was prepared in 2016 which assessed natural character of the Nelson Region. **Image 4** below explains the difference between the Coastal Marine Area and Coastal Terrestrial Area.

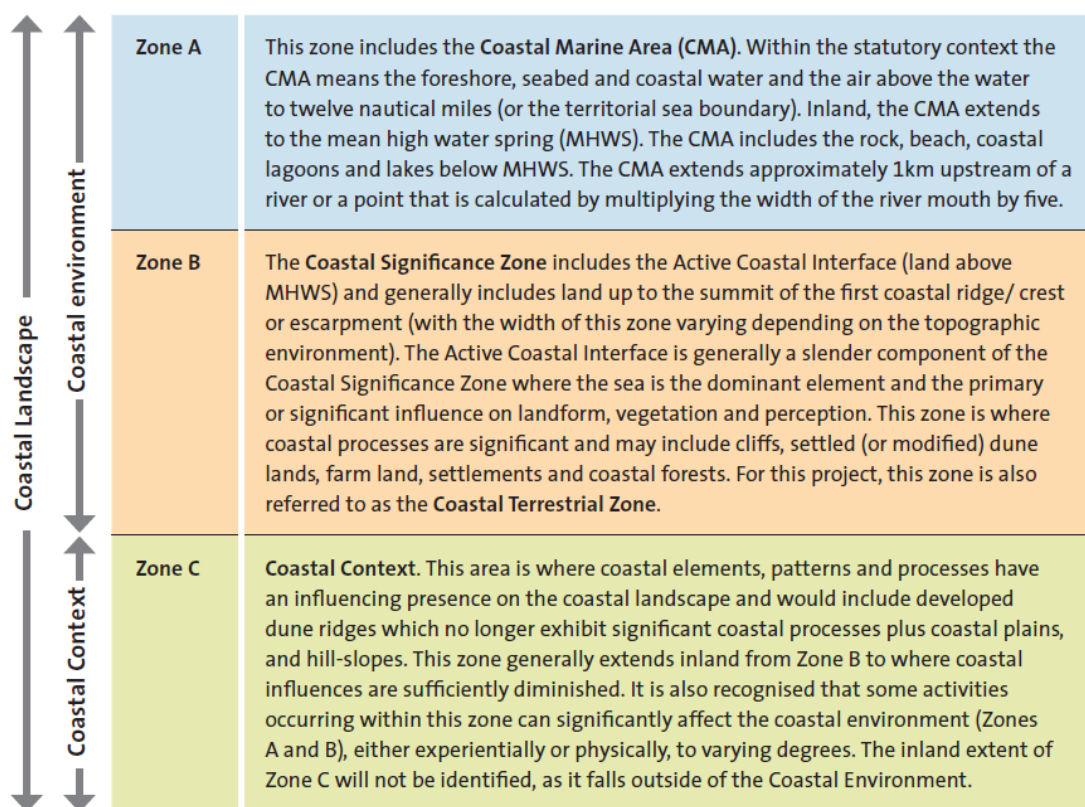


Image 3: Excerpt from the Nelson Coastal Study, *The Coastal Environment – Zones of Significance*, page 17.

Image 5 below illustrates the northern extension area is within Zone B – the Coastal Terrestrial Area.

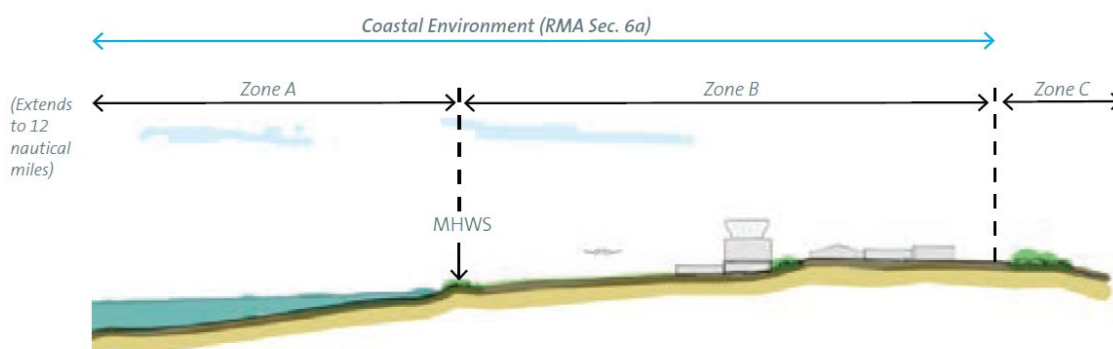


Illustration 10. Representative Coastal Environment Diagram of Tahunanui

Image 4: Excerpt from the Nelson Coastal Study, page 115.

¹³ Boffa Miskell Limited (2016) Nelson Coastal Study: Natural Character of the Nelson Coastal Environment.

Within the *Nelson Coastal Study, Natural Character of the Nelson Coastal Environment*¹⁴, The northern extension area is located in Coastal Terrestrial Area (CTA) 10: Tahunanui. The Tahunanui CTA has been assessed as having an overall **'moderate-low'** level of natural character based on 'low' abiotic, 'moderate to low' biotic and 'moderate' experiential ratings. Refer to **Figure 4** in the Graphic Supplement for the mapped extent and evaluation. This is principally due to the high levels of modifications found within the vast majority of this CTA.

Key characteristics:

- The abiotic systems (landform and water) have been highly modified through the areas' use as a golf course, airport and residential development.
- The biotic systems, such as Maire Stream tributary although modified (through channelisation) displays indigenous intertidal saltmarsh vegetation and the presence of indigenous fauna (particularly *Tnanga*) conveys a level of intactness relating to the natural ecological processes and elements at play.¹⁵
- The natural movement of the tidal Waimea Estuary waters contributes to the experience of the coastal location which is further accentuated by the feel of coastal wind, smell of the sea and aesthetic qualities of the coast.
- The presence of buildings, exotic plant species, infrastructure and modifications along the coastal edge reduce the level of naturalness to low.

At a local level, the northern extension area is considered to have an overall **'moderate-low'** level of natural character, due to its highly modified abiotic systems, land use as an Airport/Golf Club, dominance of human structures and modification (channelisation) of the Maire Stream tributary.

5.0 Statutory Provisions

The following is a review of the provisions relevant to the assessment of landscape, natural character and visual effects of the Proposal. The purpose of such a review is to help frame the natural character, landscape and visual amenity assessment. A planning assessment of the Proposal is outside the scope of this report and will be carried out separately from this assessment.

5.1 Resource Management Act (RMA)

Under RMA s6(a), it is necessary to preserve the natural character of the coastal environment (including the coastal marine area), wetlands, lakes, rivers and their margins, and to protect them from inappropriate subdivision, use, and development.

Visual amenity aspects are a part of amenity values, and form part of the suite of Other Matters to consider under s7(c) of the RMA. Visual amenity values stem from the observer's appreciation of the pleasantness, aesthetic coherence and cultural and recreational attributes of an area.

There are no outstanding natural features or landscapes for which RMA s6(b) applies.

¹⁴ Boffa Miskell Limited (2016). *Nelson Coastal Study: Natural Character of the Nelson Coastal Environment*.

¹⁵ BML (2022), *Ecological Assessment*, page 25.

5.2 New Zealand Coastal Policy Statement 2010 (NZCPS)

Refer to Section 6.1 for a natural character effects assessment and Section 6.2 for a landscape effects assessment regarding the northern extension area.

Policy 13 (1)(a) of the NZCPS requires the avoidance of adverse effects on areas of outstanding natural character in the coastal environment. With regard to all other areas of natural character in the coastal environment, Policy 13 (1)(b) requires the avoidance of significant adverse effects and the avoidance, remedying or mitigation of other adverse effects.

Policy 14 of the NZCPS promotes restoration or rehabilitation of the natural character of the coastal environment through the identification of areas, policy direction or through imposing conditions on resource consents and designations.

Policy 15 (a) of the NZCPS requires the avoidance of adverse effects on outstanding natural features and outstanding natural landscapes in the coastal environment. Policy 15 (b) applies to other natural features and natural landscapes in the coastal environment and requires the avoidance of significant adverse effects and the avoidance, remedying or mitigation of other adverse effects.

The northern extension is not in the CMA, and does not include land, water or areas that are identified as outstanding in terms of Policy 13(1)(a) And Policy 15(a). Maire Stream tributary is not recognised as part of the Riparian Overlay Coastline¹⁶ or part of the shoreline in the NRMP. The northern extension area is within a highly modified terrestrial area, which has degraded the natural values to a point where they exhibit 'low' abiotic, 'moderate to low' biotic and 'moderate' experiential ratings. While not part of the CMA, the northern extension does have a coastal overlay¹⁷, and therefore Policy 14 has been considered. The proposed piping of Maire Stream tributary will result in the loss of natural character attributes to a **moderate(adverse)** extent experienced at a local level of this feature. This loss will need to be considered under future regional resource consenting processes under the RMA.

5.3 Nelson Resource Management Plan (NRMP)

The existing Nelson Airport designation includes Industrial and Open Space Recreation Zones under the NRMP. The part of the Airport which is zoned Open Space Recreation is also notated as within the coastal environment overlay. Refer to **Figure 2** in the Graphic Supplement for a zoning plan.

The northern extension area extends further in the Open Space Recreation Zone (than the existing Airport designation) and includes a small portion of the Residential Zone. The following objective and policy are relevant due to the Open Space Recreation Zone and have been considered:

- **OS1:** *Maintaining the social well-being and health of the community by recognising and enhancing opportunities for use of open space and recreation land.*
- **Policy OS1.1** *The amenity provided by open space and recreation areas should be recognised and protected.*

In addition to the above, the northern extension area is also within the broader coastal environment overlay (Refer to **Figure 2** in the Graphic Supplement) and the following policies, and objectives have been considered. Refer to Section 6.1 for the natural character effects assessment.

- **Objective CM2:** *The preservation of the natural character of the coastal environment, particularly at the land/sea interface, and including the maintenance of all values that*

¹⁶ NRMP Map 17

¹⁷NRMP Map 17

- contribute to natural character, and its protection from the adverse effects of use or development.*
- **CM2.1 Natural Character.** *Avoid the adverse effects of subdivision, use and development within those areas of the coastal environment which are predominantly in their natural state, and have natural character which has not been compromised.*
 - **Policy CM4.2:** *Adverse effects of subdivision, use or development in the coastal environment should as far as practicable be avoided. Where complete avoidance is not practicable, the adverse effects should be mitigated, and provision made for remedying those effects to the extent practicable.*

In terms of the open space and recreational opportunities associated with the recreational zoned area, the appearance of the land that will be affected by the northern runway extension will largely maintain the flat, manicured grassland appearance that is currently associated with the golf course. The ability to realign or reconfigure existing recreational opportunities (i.e. the golf course) should be considered in the preparation of the outline plan of works for the northern runway extension.

The northern extension area is located in CTA 10: Tahunanui coastal terrestrial area¹⁸, which has been assessed as having an overall ‘**moderate-low**’ level of natural character based on ‘low’ abiotic, ‘moderate to low’ biotic and ‘moderate’ experiential ratings. As mentioned above under the conclusions to the NZCPS 2010, the northern extension is located in an area that has been highly modified and is not an area predominantly in its natural state. The values have already been compromised through past development including channelling the Maire Stream tributary and developing the airport and golf course – including associated infrastructure, as well as the pump station. The land/sea interface mentioned in Objective CM2 will not be affected by the proposed changes. There will be a further loss of natural character associated with the piping of Maire Stream tributary, as the biotic, abiotic and experiential ratings will not be apparent as an attribute. This loss will have a local **moderate(adverse)** effect on the values of this tributary experienced at a local (site) level. Overall adverse effects on natural character values are assessed as **low-moderate** – as is outlined in the following section of the report.

6.0 Assessment of Landscape Effects

A landscape effect is the consequence of a proposed change on that landscapes’ identified values and physical characteristics. Change is not an effect: landscapes change constantly. It is the implications of change on landscape values that is relevant. While an effect arises from changes to physical attributes, the consequences of such change to landscape values are considered across the combination of a landscape’s physical, associative, and perceptual dimensions. Landscape effects can be both adverse and positive.

To assess effects it is necessary to first identify the landscape’s values – and the physical characteristics that embody those values¹⁹. These have been identified in section 4.5 of this report.

Effects are considered against the existing and potential landscape values, and the outcomes sought in respective statutory provisions. Such provisions often anticipate change and rely on retaining certain landscape values. Whether effects on landscape values are appropriate will therefore depend both on the nature and magnitude of effect on the existing landscape values and what the provisions anticipate.

The assessment of potential effects is based on a combination of the landscape’s sensitivity and visibility together with the nature and scale of the development Proposal. The nature of effect can be determined as adverse (negative), neutral (benign) or beneficial (positive). The

¹⁸ Boffa Miskell Limited (2016). Nelson Coastal Study: Natural Character of the Nelson Coastal Environment.

¹⁹ Te Tangi A Te Manu; page 135 paragraph 6.04

landscape effects have been determined using a seven-point scale ranging from very low to very high as set out in **Appendix 1** of the assessment method. Particular effects considered relate to the following:

- Natural Character effects;
- Landscape effects; and
- Visual effects.

The principal elements of the Proposal that will give rise to natural character, landscape and visual effects are:

- Earthworks – which will be required to form the flat runway extension, and which will change the existing undulating landscape character of the land currently owned and occupied by the Nelson Golf Club.
- Potential consequences for the Maire Stream tributary, by way of realignment or piping, due to the northern RESA.
- Potential loss of open space recreation at the Nelson Golf Club.
- The presence (and functions) of aircrafts (and aircraft operations) closer to nearby residential areas.

6.1 Natural Character Effects

In terms of natural character, the highest degree of naturalness occurs where there is the least amount of human induced modification. Introduced infrastructure, such as the proposed northern runway extension can, through modifying an environment, adversely change and alter the natural character of an area. The significance of this effect is dictated by the size, location and sensitivity of the receiving environment.

As described earlier in the report, at a 'character-area' level, the Tahunanui CTA (within which the Proposal is located) has been assessed as having '**low-moderate**' levels of natural character. This is principally due to the high levels of modifications found within the vast majority of this CTA. At a local level, the natural character rating is also considered to be '**low-moderate**', due to largely being modified with minimal intact abiotic and biotic systems apparent apart from the Maire Stream tributary which displays natural elements, processes and patterns.

The proposed northern extension to the existing Airport designation remains within a relatively modified coastal environment due to existing airport operations. In abiotic terms, the underlying landform accommodates the existing golf course and channelised sections of Maire Stream tributary. Whilst existing landform undulations remain, these have previously been modified to provide fairways and greens consistent with a golf course in this context. The introduction of a paved surface to provide for the runway and parallel taxiway will require flattening of the undulating landforms within the extension area. This physical change to the landscape will also result in the potential relocation or piping of Maire Stream tributary. For the purposes of this assessment, a worse-case scenario has been relied upon for the Maire Stream tributary which assumes piping of the tributary rather than relocation/realignment to retain it as an open water stream.

In biotic terms, the golf course is largely devoid of coastal vegetation and primarily covered in exotic grasslands. The proposed runway extension will introduce a paved area within the context of existing areas of modification. The formation of the northern RESA will likely also require building removal (Nelson Golf Club sheds) and relocation/piping of the Maire Stream tributary. However, the modifications proposed to create the paved runway extension and grassed northern RESA would remain consistent with the areas' setting and context adjoining the existing airport. The nearby residential development adds a further layer of modification at a local level.

The biotic systems, such as Maire Stream tributary displays indigenous intertidal saltmarsh vegetation and the potential presence of indigenous fauna (particularly Inanga) which conveys a level of intactness relating to the natural ecological processes and elements at play.²⁰ As described earlier, the proposed northern RESA would need to be well graded and drained resulting in the relocation, realigning or piping of the Maire Stream tributary which currently flows through the central portion of the RESA. Piping of the tributary would result in a higher adverse natural character effect on this feature and its attributes than relocation/realignment as the abiotic and biotic aspects of the tributary would no longer be apparent in the landscape. For the purposes of this assessment it has been assumed that the Maire Stream tributary will be piped such that this assessments represents a conservative approach. The remaining natural elements, processes and patterns of the tributary would be removed from the coastal landscape. As a consequence of piping the tributary, the opportunity to enhance and create a more natural stream shape supplemented with indigenous vegetation that would normally be present in the freshwater/estuarine habitat would also be lost.

The experiential values are higher than the abiotic/biotic due to being within close proximity to the tidal waters of the Waimea Estuary/ Blind Channel where coastal influences remain more apparent. The natural movement of the tidal Waimea Estuary/ Blind Channel waters contributes to the experience of the coastal location which is further accentuated by views of the coastal waters, the feel of coastal wind, smell of the sea and aesthetic qualities of the coast. However, the Golf Club would need to be reconfigured and its size would be reduced due to the northern runway extension requiring some of the land currently used by the golf course. The above experiential attributes would still be apparent and largely remain with the implementation of the Proposal.

When considering the relevant statutory framework, which seeks to avoid significant effects on natural character (and the coastal environment), the Proposal is considered consistent with the existing level of modifications ensuring it could be absorbed into the relatively modified terrestrial coastal environment accommodating the existing golf course. The piping of Maire Stream tributary would have a higher level of adverse natural character effect than realigning the tributary to retain an open stream corridor due to losing most of the natural patterns and processes associated with the current channelised tributary. For the purposes of this assessment, the overall level of adverse natural character effect below assumes the Maire Stream tributary would be piped rather than relocated/realigned.

The overall 'low-moderate' level of natural character identified at a local context, is likely to reduce to 'low to very low' based on the proposed northern runway extension given further modifications would be added into an already modified terrestrial environment and Maire Stream tributary would be piped. Based on the above, the Proposal is considered to have an overall **low-moderate (adverse)** effect on the natural character attributes at a local level and a **moderate (adverse)** on the natural character attributes of Maire Stream tributary due to piping (noting that these effects would be lower if the stream was realigned instead of piped).

6.2 Landscape Effects

Landscape character is derived from the distinct and recognisable pattern of elements that occur consistently in a particular landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and features of human settlement. It creates the unique sense of place defining different areas of landscape.

²⁰ BML (2022), Ecological Assessment, page 25.

6.2.1 Physical Landscape Effects

The northern extension area will require earthworks to be undertaken in order to create a level and even paved surface for the northern runway extension. While the quantity of earthworks is unknown at this stage, the resulting landscape character is understood. The northern RESA will likely require the same treatment however it has been assumed that this area will be grassed rather than being paved. As previously described the Maire Stream tributary would need to be realigned to make way for the RESA, either through piping or creating a new stream path (piping has been assumed for this assessment as a worse-case scenario). The landform within the Nelson Golf Club is relatively flat to slightly undulating reminiscent of coastal sand dunes. While the Proposal seeks to change the physical landscape from a rolling, undulating appearance to one of relatively flat topography, it is considered this change would be in keeping within the adjacent residential topography and not appear at odds with the surrounding landscape.

The physical works required to pipe or relocate Maire Stream tributary are unknown at this stage. It is assumed that Maire Stream tributary will be piped. The Maire Stream tributary is already channelised and is in a modified layout and location, however this is a feature in the landscape that is valued. The physical characteristics associated with tidal processes and presence of native flora and fauna contribute to the legibility of the Maire Stream tributary and the overall naturalness of the landscape – as experienced at a local (site) level. The change to the Maire Stream tributary if piped would result in **moderate(adverse)** effects to this landscape feature as the attributes that contribute to the naturalness of the landscape (in this section of the landscape) would be lost.

Note: If the tributary were to be realigned outside of the RESA, with a form that appeared naturalised (rather than a channel), excavation of the new stream layout and filling of the existing stream channel would be required. The physical works for either piping or realigning (with an open stream corridor) vary, as would the level of adverse landscape effect. From a landscape perspective, retaining the open stream corridor of Maire Stream tributary would be preferred over piping it. By retaining an open stream corridor, the landscape feature of Maire Stream tributary would still be apparent in the landscape, whereas by piping the tributary, the stream would be hidden and no longer be a legible landscape feature.

6.2.2 Landscape Character Effects

Due to the existing Nelson Airport operations, the proposed northern extension area is generally in character with the surrounding landscape. The flat, exotic grassland currently within the golf course will largely be retained through the RESA and grassed airfield surrounding the northern runway extension. The presence and visibility of aircrafts within this landscape is part of the existing environment and landscape character as experienced from immediately adjacent residential development. The main difference being that the aircraft may appear at a different angle or slightly closer in view.

The northern extension area extends into the Open Space Recreation Zone which seeks to protect areas of open space which are of high value to the community primarily for open space and active recreation activities. OSd.2 within the NRMP describes the privately-owned Nelson Golf Club as having substantial public benefit. An approximate 15ha area of open space recreation (most of the area is currently utilised by the Nelson Golf Club) would be unavailable for public use as a result of the Proposal. The Golf Club would lose access to golf 'holes' 1, 9, 10 and 18 and potentially be limited in gaining access between the Clubhouse and remaining Golf Club land west of the Proposal. The land use would change, and/or the scale of Golf Club activities would also be reduced.

Also within this area is the Maire Stream tributary and Nelson Golf Club sheds. As described earlier, Maire Stream tributary would need to be relocated or piped to make way for the RESA. The existing golf course sheds in the north-west corner of the extension area would also need

to be removed. The tributary is a legible landscape feature that could, as a worse-case scenario, be piped and its features be lost. An alternative to piping, would be realigning the tributary which presents an opportunity to enhance the existing landscape character while also incorporating recreational opportunities. This will be considered as part of the future regional consenting stages for the project,

Proposed fencing around the extended runway area will consist of a chain link type fence with barbed wire at the top in accordance with civil aviation requirements. This type of fencing is consistent with what currently surrounds the Airport and provides for views through and beyond. However, the fence does add a delineating feature into the extension area that does not currently exist within the open, green rolling Golf Club. The fence would be required for security purposes and defines public versus private space which could adversely affect the existing public 'open space' character.

Overall, the Proposal will largely remain consistent in character with the flat, open grassland of the golf course; aside from earthworks to remove 'sand-dune' type landforms. The physical landscape will be altered through an increase in pavement and realignment/piping of the Maire Stream tributary; as well as through the removal of golf course sheds and introduction of chain link fencing. For the purposes of this assessment, the overall level of adverse landscape effect below assumes the Maire Stream tributary would be piped.

Existing recreational opportunities will need to be adapted to a northern runway extension, however the 'open space' of a grassed airfield (RESA area) is likely to provide a similar amenity that is currently available to nearby residents with reduced recreational open space. Based on the above, it is considered the Proposal will have a local **moderate (adverse)** effect on the landscape feature of Maire Stream tributary due to the proposed piping, which would be experienced at a site scale; and an overall **low-moderate (adverse)** effect on the landscape character values.

6.3 Visual Effects

Visual amenity effects are influenced by several factors including the nature of the Proposal, the landscape absorption capability and the character of the area and its surroundings. Visual amenity effects are also dependent on distance between the viewer and the Proposal, the complexity of the intervening landscape and the nature of the view and sensitivity of the viewer to the effect being considered.

The visual catchment for the northern runway extension is generally contained to the local area with the exception of long-distance (approximate 1.8kms away), elevated views from the Port Hill Ridge. The viewing audiences range from private residential dwellings that border the northern extension area to the north and east through to public users that use the Nelson Golf Club, Airport Perimeter Walk and nearby road users.

A detailed visibility analysis relating to private locations is contained in **Appendix 2, Table 1**. Refer to the **Viewpoints** within Appendix 3, Graphic Supplement for representative viewpoints.

6.3.1 Visual Effects from public locations

The public locations described below are primarily used by transient viewing audiences, especially users of walking tracks and on the water. Users of the Golf Club would likely be the viewing audience that sustains views of longer durations due to the nature of the game. Whereas recreational tracks primarily provide a transitory corridor to facilitate movement.

6.3.1.1 Users of Airport Perimeter Walk

Users of the Airport Perimeter Walk experience open views of the airport operations currently and the northern runway extension is unlikely to present an unexpected change in the existing landscape character or nature of the views compared with that currently experienced. Airport operations, including aircrafts, are part of the existing visual experience. If access in this location is retained (subject to safety and other considerations), users would still be able to experience the coastal edge of Waimea Estuary where a **very low (neutral)** visual effect is expected on the users of the walking track.

6.3.1.2 Users of Great Taste Trail

The Great Taste Trail is currently being constructed and extends along the proposed eastern designation boundary adjoining existing residential dwellings (Otterson Street and Chandler Street). It has yet to open however, open views towards the northern RESA will be available once the trail is in use. Given its proximity to existing residential development, the Golf Club and the nearby airport operations, a **very low (neutral)** visual effect is expected based on the existing landscape character generally being retained through the grassed RESA area, and as the public have not had experience of the current landscape character, there is no point of reference to compare the proposed change.

6.3.1.3 Water users of Jenkins Creek

Water users of Jenkins Creek would likely only have partial to glimpsed views of the southern RESA during high tide. The viewing angle from the water to the elevation of the southern RESA will further obscure visibility. The water levels of Jenkins Creek fluctuate with the tides and vary throughout the day. Given the close proximity of Jenkins Creek to existing airport operations, the southern RESA would not present a change in views or alter the existing character of the area. Based on this, a **very low (neutral)** visual effect is expected on water users of Jenkins Creek.

6.3.1.4 Water users of Waimea Estuary

Water users of Waimea Estuary (within close proximity to the extension area) would likely only have views of the southern RESA as the closest viewing distance is 17m. At this location, the Proposal will appear as a no-change situation given the existing airport operations are already happening. Further north, the Waimea Estuary (within close proximity to the extension area) is approximately 390m from the northern runway extension and the undulating topography within the Nelson Golf Club screens all visibility of the Proposal. Based on this, the Proposal will essentially appear as a no-change situation from the Waimea Estuary resulting in a **very low (neutral)** visual effect.

6.3.1.5 Users of Nelson Golf Club and Clubhouse²¹

Users of the Nelson Golf Club currently experience airport operations as part of their use of the golf course. The northern runway extension will introduce a larger expanse of paved area and 'levelling' of undulating topography within the extension area. The Golf Club currently exhibits pastoral type grasses and provides an open space. The Proposal would alter the existing landscape character for users of the Nelson Golf Club by way of delineating the extension area edges with chain link fence (potentially 2m in height with barbed wire at the top) and introduction of a paved flat area through the runway and parallel taxiway to the north-west. Once established this would remain along the periphery of an operational airport resulting in a **moderate (adverse)** visual effect.

²¹ At the time of the assessment, there is uncertainty as to whether the residual land (left over as a result of the northern runway extension) currently used by the Nelson Golf Club would retain its use and still be able to operate as a golf course. Based on this, the recreational users have still been considered as part of the visual effects assessment.

6.3.2 Visual Effects from private locations

Refer to **Appendix 2, Table 1** for a detailed visibility analysis from public locations.

Nearby residential dwellings overlooking the northern extension area will have the highest visual effects due to aircrafts appearing at a different viewing angle, a larger extent of paving (compared to undulating grasslands), parallel taxiway, presence of aircrafts closer in view and longer length of runway lights. Generally, the visual amenity associated with the golf course (assuming the open nature of the residual area is retained) and associated open space values would remain. However, the land use would change as a result of the Proposal, and it is possible that the scale of Golf Club activities would be reduced.

From nearby private locations, the visual effects range from **low (adverse)** to **high (adverse)**. The level and nature of visual effects vary on the nature of the view, proximity to the RESA and proximity to the runway extension itself coupled with the parallel taxiway and additional runway lighting. Sensitivity of the viewer is assumed and may be conservative, given that the presence of aircraft and their associated visual effects are already part of the environment. Where low-moderate through to high effects occur, it is recommended that consideration be given to enable screening of the security fence (any screening will be subject to ensuring birdstrike risk from landscaping is minimised and the Obstacle Limitation Surface and operational requirements are not compromised – which will as a matter of course narrow the range of mitigation potentially available). Most dwellings that border the extension area are single storey and orientated directed towards the RESA or runway extension. Only a few would have views of both the runway extension, additional lighting and RESA within the same view. The sensitivity neighbouring properties have to the Proposal may vary widely. Each dwellings' sensitivity to the Proposal would likely determine the type of mitigation and vary depending on their location/distance from the runway. Subject to meeting operational requirements and sufficient land area being available, potential mitigation could include mounding through sculpted landforms reminiscent of sand dunes, planting and fencing to reduce the level of visual effects as outlined in Appendix 2, Table 1.

A **very low (neutral)** visual effect is expected on viewers from private locations on Monaco Peninsula as the northern extent of the runway extension would not be visible due to its horizontal form. The increase in runway lighting would also unlikely be noticeable from 1.6kms away or the additional fencing. The southern RESA overlaps with the existing paved runway and it has been assumed this area will likely remain as it is.

More distant views from elevated dwellings along the Port Hills Ridge already have the airport as part of their view. The northern extension area will likely be unnoticeable from long distance views as it forms only a small portion of a much greater vista. Based on this, from long distant viewing locations (over 1.7kms and elevated), the visual effect is expected to be **very low (adverse)**.

6.3.3 Summary of Visual Effects

From public locations, the adverse visual effects resulting from the Proposal range from **very low (neutral) to moderate (adverse)**. Views from public locations are considered to be the least affected by the Proposal due to the transient nature of the recreational users.

In terms of views from private locations, the adverse visual effects range from **very low (neutral)** for long distant viewing locations (over 1.7kms away and elevated) to **high (adverse)** for private dwellings that border the extension area (assuming the view is sensitive to the visual effect). During the construction phase, visual effects would be at their highest level due to earthworks in the immediate area but would be temporary and very localised.

Following the construction phase and establishment of the northern runway extension with a landscape buffer (where appropriate), the adverse visual effects would reduce over time as outlined in Appendix 2, Table 1. The recommended landscape buffers outlined in Section 7.0 would assist with reducing the visibility of the runway extension infrastructure when viewed from the immediate context (pending viewing location and proximity).

Generally, the visual effects associated with the northern extension area are relatively contained and experienced at a local level rather than part of the wider landscape. Visual effects are expected to reduce in level when viewed from a distance rather than within close proximity and within the immediate context of the extension.

7.0 Recommendations on Mitigation

As set out above, the preferred option has potential adverse effects, but these effects can be managed with appropriate mitigation. We understand that some effects will be managed through subsequent resource consent processes (i.e. the piping or realignment of the Maire Stream tributary).

To manage the potential adverse effects in the context of the NoR, it is recommended that a Landscape and Design Plan ("LDP") be prepared and provided with any relevant Outline Plan of Works (as is recommended as a condition on the Designation). The objective of the LDP should be to ensure the design of the Northern runway extension and associated facilities mitigate the potential adverse landscape, natural character and visual effects, and promote positive benefits at the interface between the area associated with the Northern runway extension and adjacent private properties.

The Landscape and Design Plan should:

- be prepared by a suitably qualified and experienced landscape architect;
- manage potential landscape effects at the interface between the area associated with the Northern runway extension and adjacent private properties;
- outline mitigation measures (that are compatible with the purpose of Designation DAA1 and Nelson Airport's operational requirements) which may include planting, earthworks and / or fencing, as well as the implementation and timing for any such measures to be implemented (which shall be prior to the start of any earthworks associated with the Northern runway extension).

In terms of the treatment of the Maire Stream tributary, the effects associated with piping (or realignment) will be addressed through the subsequent regional resource consenting processes. From a landscape perspective, the preferred mitigation option would be to realign and naturalise the Maire Stream tributary outside of the RESA area (instead of the assumed piped scenario). This would allow for better environmental outcomes from a landscape and natural character perspective. The realignment option would involve forming a new, open stream corridor planted with low level indigenous vegetation to restore natural character.

8.0 Conclusion

The proposed runway extension is required to ensure it can provide for the expected needs of future aircraft types, remove operating constraints experienced by existing aircraft, and improve safety through the provision of Runway End Safety Areas. This requires an extension to NAL's existing designations under the NRMP. The 370m long northern runway extension area is located north of the existing runway and extends into the Nelson Golf Club landholding. The northern 150m wide by 240m RESA also extends into the Golf Club and across the Maire Stream tributary.

The northern extension area is predominantly zoned Open Space Recreation within the Nelson Resource Management Plan (NRMP) with a small portion zoned Industrial and Residential. The northern extension area is also within the coastal environment overlay which requires appropriate consideration of the New Zealand Coastal Policy Statement 2010 (NZCPS), specifically Policies 13, 14 and 15.

The majority of the northern extension area is similar in landscape character to the existing Airport designation due to the open nature of the Golf Club, exotic grass coverage and relatively flat to slightly undulating topography. The northern runway extension visual catchment is predominately contained by the immediate low-lying areas in all directions; with long-distance views (approximately 1.8kms) available from the elevated Port Hills Ridge to the east.

At a local level, the northern extension area is considered to have an overall 'low-moderate' level of natural character consistent with the Tahunanui coastal terrestrial area, due to its highly modified abiotic systems, land use as an Airport/Golf Club, dominance of human structures and historic channelisation of the Maire Stream tributary.

The overall 'low-moderate' level of natural character identified at a local context, is likely to reduce to 'low to very low' based on the proposed northern runway extension given further modifications would be added into an already modified terrestrial environment and on the assumption (as a worse-case scenario) that Maire Stream tributary would be piped. Based on the above, the Proposal is considered to have **moderate (adverse)** on the natural character attributes of Maire Stream tributary due to the proposed piping; and an overall **low-moderate (adverse)** effect on the natural character attributes of the wider area at a local level.

The Proposal will generally be consistent in character with the flat, open grassland apparent at the golf course aside from earthworks to remove 'sand-dune' type landforms. The physical landscape will be slightly altered through an increase in pavement and realignment/piping of the Maire Stream tributary. Existing recreational opportunities will need to be adapted to a northern runway extension, however the 'open space' of a grassed airfield (RESA area) is likely to provide a similar outlook that is currently available to nearby residents. Based on the above, it is considered the Proposal will have a localised moderate adverse effect on the landscape feature of the Maire Stream tributary; and an overall **low-moderate (adverse)** effect on the physical landscape and existing landscape character. The flat nature of the topography aids in absorbing the horizontal form of the runway extension and airport operations already form part of the existing environment.

From public locations, the visual effects resulting from the Proposal range from **very low (neutral) to moderate (adverse)** without mitigation. Public locations are considered to be the least affected by the Proposal due to the transient nature of the recreational users and the existing airport activity that is part of the receiving environment. From elevated private locations over 1.7kms away, the adverse visual effects range from **very low to low (adverse)**. From nearby private locations the visual effects range from **low to high (adverse)** without mitigation for private dwellings that border the extension area (northern and eastern visual catchment) – with this level of effect depending on sensitivity of the viewer to the effect. From the southern viewing catchment, visual effects from private locations are considered to be **very low (neutral)**. Overall, the visual catchment of the Proposal is generally contained to the localised

area; with options to provide mitigation in order to lower the overall level of visual effects as set out in Appendix 2.

Appendix 1: Natural Character and Landscape Effects Assessment Method

26 August 2022

Introduction

The Natural Character and Landscape Effects Assessment (NCLEA) process provides a framework for assessing and identifying the nature and level of likely effects that may result from a proposed development. Such effects can occur in relation to changes to physical elements, changes in the existing character or condition of the landscape and the associated experiences of such change. In addition, the landscape assessment method includes an iterative design development processes, which seeks to avoid, remedy or mitigate adverse effects (see **Figure 1**).

This outline of the landscape and visual effects assessment methodology has been undertaken with reference to the **Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines** and its signposts to examples of best practice, which include the **Quality Planning Landscape Guidance Note**²² and the **UK guidelines for landscape and visual impact assessment**²³.

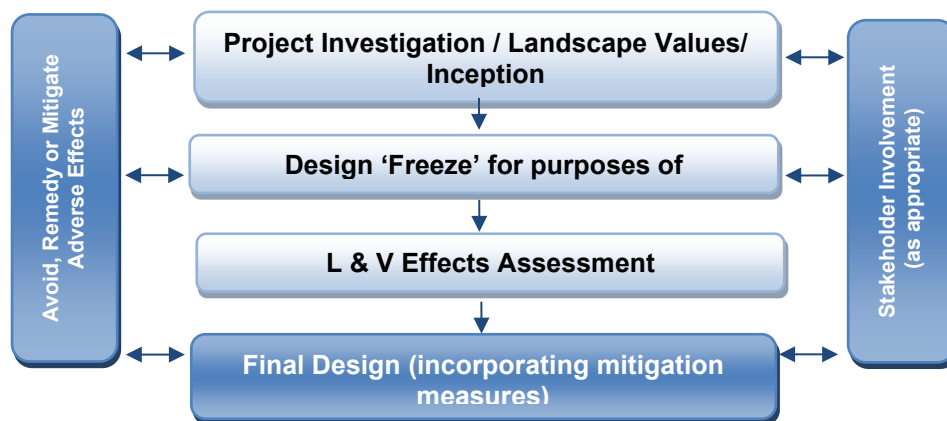


Figure 1: Design feedback loop

When undertaking any landscape assessment, it is important that a **structured and consistent approach** is used to ensure that **findings are clear and objective**. Judgement should be based on skills and experience and be supported by explicit evidence and reasoned argument.

While natural character, landscape and visual effects assessments are closely related, they form separate procedures. Natural character effects consider the characteristics and qualities and associated degree of modification relating specifically to waterbodies and their margins, including the coastal environment. The assessment of the potential effects on landscape considers effects on landscape character and values. The assessment of visual effects considers how changes to the physical landscape affect the viewing audience. The types of effects can be summarised as follows:

Natural Character effects: *Change in the characteristics or qualities including the level of naturalness*

Landscape effects: *Change in the physical landscape, which may affect its characteristics and values*

Visual effects: *Consequences of change on landscape values as experienced in views including visual amenity*

²² <http://www.qualityplanning.org.nz/index.php/planning-tools/land/landscape>

²³ Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3)

The policy context, existing landscape resource and locations from which a development or change is visible, all inform the 'baseline' for landscape and visual effects assessments. To assess effects, the first step requires identification of the landscape's **character** and **values** including the **attributes** on which such values depend. This requires that the landscape is first **described**, including an understanding of relevant physical, sensory and associative landscape dimensions. This process, known as landscape characterisation, is the basic tool for understanding landscape character and may involve subdividing the landscape into character areas or types. The condition of the landscape (i.e. the state of an individual area of landscape or landscape feature) should also be described together with, a judgement made on the value or importance of the potentially affected landscape.

Natural Character Effects

In terms of the RMA, natural character specifically relates to the coastal environment as well as freshwater bodies and their margins. The RMA provides no definition of natural character. RMA, section 6(a) considers natural character as a matter of national importance:

...the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.

Natural character comprises the natural elements, patterns and processes of the coastal environment, waterbodies and their margins, and how they are perceived and experienced. This assessment interprets natural character as being the degree of naturalness consistent with the following definition:

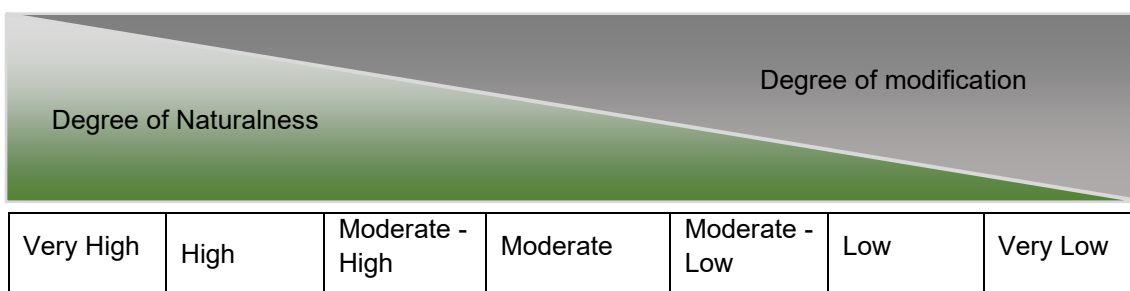
Natural character is a term used to describe the naturalness of waterbodies and their margins. The degree or level of natural character depends on:

- The extent to which natural elements, patterns and processes occur;*
- The nature and extent of modifications to the ecosystems and landscape/seascape;*
- The highest degree of natural character (greatest naturalness) occurs where there is least modification; and*
- The effect of different types of modification upon the natural character of an area varies with the context and may be perceived differently by different parts of the community.*

The process to assess natural character involves an understanding of the many systems and attributes that contribute to waterbodies and their margins, including biophysical and experiential factors. This can be supported through the input of technical disciplines such as marine, aquatic and terrestrial ecology, and landscape architecture.

Defining the level of natural character

The level of natural character is assessed in relation to a seven-point scale. The diagram below illustrates the relationship between the degree of naturalness and degree of modification. A high level of natural character means the waterbody is less modified and vice versa.



Scale of assessment

When defining levels of natural character, it is important to clearly identify the spatial scale considered. The scale at which natural character is assessed will typically depend on the study area or likely impacts and nature of a proposed development. Within a district or region-wide study, assessment scales may be divided into broader areas which consider an overall section of coastline or river with similar characteristics, and finer more detailed 'component' scales considering separate more local parts, such as specific bays, reaches or escarpments. The assessment of natural character effects has therefore considered the change to attributes which indicate levels of natural character at a defined scale.

Effects on Natural Character

An assessment of the effects on natural character of an activity involves consideration of the proposed changes to the current condition compared to the existing. This can be negative or positive.



The natural character effects assessment involves the following steps;

- assessing the existing level of natural character;
- assessing the level of natural character anticipated (post construction); and
- considering the significance of the change

Landscape Effects

Assessing landscape effects requires an understanding of the landscape resource and the magnitude of change which results from a proposed activity to determine the overall level of landscape effects.

Landscape Resource

Assessing the sensitivity of the landscape resource considers the key characteristics and qualities. This involves an understanding of both the ability of an area of landscape to absorb change and the value of the landscape.

Ability of an area to absorb change

This will vary upon the following factors:

- Physical elements such as topography / hydrology / soils / vegetation;
- Existing land use;
- The pattern and scale of the landscape;
- Visual enclosure / openness of views and distribution of the viewing audience;
- The zoning of the land and its associated anticipated level of development;
- The scope for mitigation, appropriate to the existing landscape.

The ability of an area of landscape to absorb change takes account of both the attributes of the receiving environment and the characteristics of the proposed development. It considers the ability of a specific type of change occurring without generating adverse effects and/or achievement of landscape planning policies and strategies.

The value of the Landscape

Landscape value derives from the importance that people and communities, including tangata whenua, attach to particular landscapes and landscape attributes. This may include the classification of Outstanding Natural Feature or Landscape (ONFL) (RMA s.6(b)) based on important physical, sensory and associative landscape

attributes, which have potential to be affected by a proposed development. A landscape can have value even if it is not recognised as being an ONFL.

Magnitude of Landscape Change

The magnitude of landscape change judges the amount of change that is likely to occur to areas of landscape, landscape features, or key landscape attributes. In undertaking this assessment, it is important that the size or scale of the change is considered within the geographical extent of the area influenced and the duration of change, including whether the change is reversible. In some situations, the loss /change or enhancement to existing landscape elements such as vegetation or earthworks should also be quantified.

When assessing the level of landscape effects, it is important to be clear about what factors have been considered when making professional judgements. This can include consideration of any benefits which result from a proposed development. **Table 1** below helps to explain this process. The tabulating of effects is only intended to inform overall judgements.

Contributing Factors		Higher	Lower
Landscape (sensitivity)	Ability to absorb change	The landscape context has limited existing landscape detractors which make it highly vulnerable to the type of change resulting from the proposed development.	The landscape context has many detractors and can easily accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape includes important biophysical, sensory and shared and recognised attributes. The landscape requires protection as a matter of national importance (ONF/L).	The landscape lacks any important biophysical, sensory or shared and recognised attributes. The landscape is of low or local importance.
Magnitude of Change	Size or scale	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	The majority of key features or elements are retained. Key characteristics of the landscape remain intact with limited aesthetic or perceptual change apparent.
	Geographical extent	Wider landscape scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

Table 1: Determining the level of landscape effects

Visual Effects

Visual effects are a subset of landscape effects. They are consequences of change on landscape values as experienced in views. To assess the visual effects of a proposed development in a landscape, a visual baseline must first be defined. The visual ‘baseline’ forms a technical exercise which identifies the area where the development may be visible, the potential viewing audience, and the key representative public viewpoints from which visual effects are assessed.

The Sensitivity of the viewing audience

The sensitivity of the viewing audience is assessed in terms of assessing the likely response of the viewing audience to change and understanding the value attached to views.

Likely response of the viewing audience to change

Appraising the likely response of the viewing audience to change is determined by assessing the occupation or activity of people experiencing the view at particular locations and the extent to which their interest or activity may be focussed on views of the surrounding landscape. This relies on a landscape architect’s judgement in respect of visual amenity and the reaction of people who may be affected by a proposal. This should also recognise that people more susceptible to change generally include: residents at home, people engaged in outdoor recreation whose attention or interest is likely to be focussed on the landscape and on particular views; visitors to heritage assets or other important visitor attractions; and communities where views contribute to the wider landscape setting.

Value attached to views

The value or importance attached to particular views may be determined with respect to its popularity or numbers of people affected or reference to planning instruments such as viewshafts or view corridors. Important viewpoints are also likely to appear in guide books or tourist maps and may include facilities provided for its enjoyment. There may also be references to this in literature or art, which also acknowledge a level of recognition and importance.

Magnitude of Visual Change

The assessment of visual effects also considers the potential magnitude of change which will result from views of a proposed development. This takes account of the size or scale of the effect, the geographical extent of views and the duration of visual change, which may distinguish between temporary (often associated with construction) and permanent effects where relevant. Preparation of any simulations of visual change to assist this process should be guided by best practice as identified by the NZILA²⁴.

When determining the overall level of visual effect, the nature of the viewing audience is considered together with the magnitude of change resulting from the proposed development. **Table 2** has been prepared to help guide this process:

Contributing Factors		Higher	Lower	Examples
The Viewing Audience (sensitivity)	Ability to absorb change	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context. Views from transport corridors.	Dwellings, places of work, transport corridors, public tracks
	Value attached to views	Viewpoint is recognised by the community such as an important view shaft, identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.	Acknowledged viewshafts, Lookouts
Magnitude of Change	Size or scale	Loss or addition of key features in the view. High degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Full view of the proposed development.	Most key features of views retained. Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Glimpse / no view of the proposed development.	- Higher contrast/ Lower contrast. - Open views, Partial views, Glimpse views (or filtered); No views (or obscured)
	Geographic extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.	- Front or Oblique views. - Near distant, Middle distant and Long distant views
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient / temporary. Short Term (0-5 years).	- Permanent (fixed), Transitory (moving)

Table 2: Determining the level of visual effects

Nature of Effects

In combination with assessing the level of effects, the landscape and visual effects assessment also considers the nature of effects in terms of whether this will be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also occur where landscape or visual change is benign.

It should also be noted that a change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important in managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use. The aim is to provide a high amenity environment through appropriate design outcomes.

²⁴ Best Practice Guide: Visual Simulations BPG 10.2, NZILA

This assessment of the nature effects can be further guided by **Table 3** set out below:

Nature of effect	Use and Definition
Adverse (negative):	The activity would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and / or visual amenity values
Neutral (benign):	The activity would be consistent with (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and / or visual amenity values
Beneficial (positive):	The activity would enhance the landscape and / or visual amenity through removal or restoration of existing degraded landscape activities and / or addition of positive elements or features

Table 3: Determining the Nature of Effects

Cumulative Effects

This can include effects of the same type of development (e.g. bridges) or the combined effect of all past, present and approved future development²⁵ of varying types, taking account of both the permitted baseline and receiving environment. Cumulative effects can also be positive, negative or benign.

Cumulative Landscape Effects

Cumulative landscape effects can include additional or combined changes in components of the landscape and changes in the overall landscape character. The extent within which cumulative landscape effects are assessed can cover the entire landscape character area within which the proposal is located, or alternatively, the zone of visual influence from which the proposal can be observed.

Cumulative Visual Effects

Cumulative visual effects can occur in combination (seen together in the same view), in succession (where the observer needs to turn their head) or sequentially (with a time lapse between instances where proposals are visible when moving through a landscape). Further visualisations may be required to indicate the change in view compared with the appearance of the project on its own.

Determining the nature and level of cumulative landscape and visual effects should adopt the same approach as the project assessment in describing both the nature of the viewing audience and magnitude of change leading to a final judgement. Mitigation may require broader consideration which may extend beyond the geographical extent of the project being assessed.

Determining the Overall Level of Effects

The landscape and visual effects assessment conclude with an overall assessment of the likely level of landscape and visual effects. This step also takes account of the nature of effects and the effectiveness of any proposed mitigation. The process can be illustrated in Figure 2:



Figure 2: Assessment process

This step informs an overall judgement identifying what level of effects are likely to be generated as indicated in **Table 4** below. This table which can be used to guide the level of natural character, landscape and visual effects uses an adapted seven-point scale derived from Te Tangi A Te Manu.

²⁵ The life of the statutory planning document or unimplemented resource consents.

Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character and in views.
High:	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains and a major change in views. <u>Concise Oxford English Dictionary Definition</u> <i>High: adjective- Great in amount, value, size, or intensity.</i>
Moderate- High:	Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed and prominent in views.
Moderate:	Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent in views but not necessarily uncharacteristic within the receiving landscape. <u>Concise Oxford English Dictionary Definition</u> <i>Moderate: adjective- average in amount, intensity, quality or degree</i>
Low – Moderate:	Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.
Low:	Little material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape. <u>Concise Oxford English Dictionary Definition</u> <i>Low: adjective- 1. Below average in amount, extent, or intensity.</i>
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views.

Table 4: Determining the overall level of landscape and visual effects

Determination of “minor”

Decision makers determining whether a resource consent application should be notified must also assess whether the effect on a person is less than minor²⁶ or an adverse effect on the environment is no more than minor²⁷. Likewise, when assessing a non-complying activity, consent can only be granted if the s104D 'gateway test' is satisfied. This test requires the decision maker to be assured that the adverse effects of the activity on the environment will be 'minor' or not be contrary to the objectives and policies of the relevant planning documents.

These assessments will generally involve a broader consideration of the effects of the activity, beyond the landscape and visual effects. Through this broader consideration, guidance may be sought on whether the likely effects on the landscape or effects on a person are considered in relation to 'minor'. It must also be stressed that more than minor effects on individual elements or viewpoints does not necessarily equate to more than minor landscape effects. In relation to this assessment, moderate-low level effects would generally equate to 'minor' (see **Table 5**). Where low effects occur, it may be necessary to assess whether this is minor.

The third row highlights the word 'significant'. The term 'significant adverse effects' applies to particular RMA situations, namely as a threshold for the requirement to consider alternative sites, routes, and methods for Notices of Requirement under RMA s171(1)(b), the requirements to consider alternatives in AEEs under s6(1)(a) of the 4th Schedule. It may also be relevant to tests under other statutory documents such as for considering effects on natural character of the coastal environment under the NZ Coastal Policy Statement (NZCPS) Policy 13 (1)(b) and 15(b).

very low	low	low-mod	moderate	mod-high	high	very high
less than minor		minor		more than minor		
						significant ²⁸

Table 5: Determining adverse effects for notification determination, non-complying activities and significance

²⁶ RMA, Section 95E

²⁷ RMA Section 95D

²⁸ To be used only about Policy 13(1)(b) and Policy 15(b) of the New Zealand Coastal Policy Statement (NZCPS), where the test is 'to avoid significant adverse effects'.

Appendix 2: Visibility Analysis

Table 1: Visual Effects – Northern Runway Extension					
Viewing Audience <i>Refer to Figure 6 in the Graphic Supplement for Map ID locations.</i>	Nature of the View ²⁹ & Distance from Proposal ³⁰	Visual Effect ³¹ and Nature of Effect ³²		Description of Potential Visual Effects <i>*Note: private dwellings were not visited, however assumptions of potential visibility have been made from private locations based on the Site visit and aerial imagery.</i>	
		Without Mitigation	With Mitigation		
Note: The Nelson Airport and airport operations (including planes in the air and within close proximity to residential dwellings) form part of the existing environment.					
Map ID	NORTHERN VIEWING CATCHMENT				
1	119 Parkers Road (Refer to VP 12)	Open views Borders RESA along eastern property boundary 268m from runway extension	MH - H (adverse)	M – MH (adverse)	The foreground undulating topography would require levelling to provide for the northern RESA, and it would likely be delineated with a chain link fence with barbed wire at the top (similar to what is currently existing around the edges of the Airport.) Due to the proximity of the northern RESA to this private dwelling, mitigation by way of a planted buffer (outside of the residential property) may prove difficult however fencing could be an option.
2	119A, 2/119C, 1/119C Parkers Road (Refer to VP 10)	Partial to no view Between 5m – 18m from RESA 307m from runway extension	M (adverse)	LM (adverse)	Currently the Nelson Golf Club sheds form the foreground view from these dwellings. Varying levels of existing fencing also provide another layer of screening. Assuming the Golf Club sheds will be removed and/or relocated to make way for the northern RESA, the fencing associated with the extension area would be visible and the runway extension would become apparent. These dwellings appear to be oriented towards the north rather than the south (towards the Airport) which would indicate the main views from the houses are towards the Maire Stream.
3	125, 2/127, 137, 1/139, 141, 2/143, 143A & B, 3/153, 155, 157, 159, 161 Parkers Road (Refer to VP 13)	Partial to no view 48m – 200m from RESA 350m – 382m from runway extension	L (adverse)	VL (adverse)	The majority of these dwellings are single storey and overlook Maire Stream with undulating topography in the Golf Club forming the background view. However, the foreground view will likely remain intact and result in a no-change scenario from these locations. Intervening vegetation and potentially supplementary planting to be determined through the Landscape and Design Plan (and subject

²⁹ Nature of View: Open, Partial, Glimpse, No View

³⁰ Measured from the edge of the dwelling to the closest extension area boundary.

³¹ Based on a seven-point scale: Very Low (VL); Low (L) Low-Moderate (LM); Moderate (M); Moderate-High (MH); High (H); Very High (VH).

³² Nature of Effect: Adverse, Neutral, Beneficial

Table 1: Visual Effects – Northern Runway Extension

					<p>to meeting any Airport operational requirements) could assist in screening the chain-link fencing that would delineate the RESA and runway lighting.</p> <p>Several are two storey and would have views over the stream towards the undulating golf course, the RESA and runway extension. Their view of the extension area would be in the mid-ground and the Proposal would form part of the view within the context of the golf course and Port Hills Ridge.</p>
4	<p>2/111, 3/113, 115A, 1/117, 2/117, 117A Parkers Road</p> <p>2 Awatea Place</p>	<p>Partial to no view</p> <p>57m – 73m from RESA</p> <p>350m from runway extension</p>	<p>L</p> <p>(adverse)</p>	<p>VL</p> <p>(adverse)</p>	<p>Intervening vegetation predominately screens the RESA and extension area from these private dwellings. The Awatea sewage pump station is currently under construction south of Maire Stream which provides another layer of screening. If required, buffer planting to be determined through the Landscape and Design Plan (and subject to meeting any Airport operational requirements) could be implemented to fully screen the RESA/extension area from these viewing locations.</p>
5	<p>5A, 5, 7A, 7 Awatea Place</p> <p>(Refer to VP 9)</p>	<p>Partial views</p> <p>77m – 110m from RESA</p> <p>365m - 385m from runway extension</p>	<p>LM</p> <p>(adverse)</p>	<p>L</p> <p>(adverse)</p>	<p>The undulating landscape would essentially be levelled and flatten off to provide for the runway extension, modifying the existing physical 'sand-dune' type landscape. Change in land use and potentially reduced visual amenity values through planes appearing at a closer viewing angle. The runway extension would also continue the existing lighting along its length which may adversely affect the existing outlook at night. If required, buffer planting (to be determined in the Landscape and Design Plan and subject to meeting any Airport operational requirements) could be implemented to fully screen the RESA/extension area from these viewing locations.</p>
EASTERN VIEWING CATCHMENT					
6	<p>8, 8A, 14 Otterson Street</p> <p>(Refer to VP 9 for general context)</p>	<p>Partial to no views</p> <p>110m from RESA</p> <p>365m – 385m from runway extension</p>	<p>L</p> <p>(adverse)</p>	<p>VL</p> <p>(adverse)</p>	<p>Views (if any) are oriented toward the northern RESA. The outlook would likely remain similar in that a flat grassy area would be apparent with the addition of a chain link fence. If required, buffer planting to be determined in the Landscape and Design Plan (and subject to meeting any Airport operational requirements) could be implemented to fully screen the RESA/extension area from these viewing locations.</p>

Table 1: Visual Effects – Northern Runway Extension

<p>7</p>	<p>14B, 26B, 26, 28 Otterson Street</p> <p>1/16, 2/29, 27, 1/23, 2/23, 3/23, 4/23, 2/21, 19, 15 Chandler Street</p> <p>(Refer to VP 11 for general context)</p>	<p>Open views</p> <p>56m – 99m from RESA</p> <p>122m – 336m from runway extension</p>	<p>M</p> <p>(adverse)</p>	<p>LM</p> <p>(adverse)</p>	<p>From these private locations, views are predominately open with limited vegetation currently existing. The views are oriented towards the west and overlook the northern RESA. The undulating landscape would essentially be levelled and flatten off to provide for the runway extension, modifying the existing physical 'sand-dune' type landscape. Change in land use and potentially reduced visual amenity values through planes appearing at a different viewing angle.</p>
<p>8</p>	<p>13 Chandler Street</p> <p>(Refer to VP 14 for general context)</p>	<p>Open views</p> <p>61m from RESA</p> <p>106m from runway extension <i>(however the parallel taxiway would be closer)</i></p>	<p>H</p> <p>(adverse)</p>	<p>MH</p> <p>(adverse)</p>	<p>This private dwelling is two storey and would have views across the northern RESA, runway extension and parallel taxiway extension. The undulating landscape would essentially be levelled and flatten off to provide for the runway extension, modifying the existing physical 'sand-dune' type landscape. Change in land use and reduced visual amenity values through planes appearing closer and at a different viewing angle. The runway extension would also continue the existing lighting along its length which may adversely affect the existing outlook at night. If required, buffer planting or fencing to be determined by the Landscape and Design Plan (and subject to meeting any Airport operational requirements) could be implemented to partially screen the RESA/extension area from this viewing location.</p>
<p>9</p>	<p>1, 2, 3, 4, 5, 6 Golf Haven Way</p> <p>(Refer to VP 14 for general context)</p>	<p>Open views</p> <p>94m – 204m from RESA</p> <p>125m – 200m from runway extension <i>(however the parallel taxiway would be closer)</i></p>	<p>H</p> <p>(adverse)</p>	<p>MH</p> <p>(adverse)</p>	<p>These dwellings would overlook the runway extension and parallel taxiway extension, resulting in aircrafts appearing closer in view.</p> <p>The undulating landscape would essentially be levelled and flatten off to provide for the runway extension, modifying the existing physical 'sand-dune' type landscape. Change in land use and reduced visual amenity values through planes appearing closer in view due to the parallel taxiway (along the shared boundary) and at a different viewing angle. The runway extension would also continue the existing lighting along its length which may adversely affect the existing western outlook at night. If required, buffer planting or fencing to be determined in the Landscape and Design Plan (and subject to meeting any Airport operational requirements) could be implemented to fully screen the RESA/extension area from these viewing locations.</p>

Table 1: Visual Effects – Northern Runway Extension

10	11A and 13 Cohen Place	Partial to no views 275m from runway extension <i>(however, the parallel taxiway would be closer)</i>	LM (adverse)	L (adverse)	These dwellings would have partial to no views of the runway extension and parallel taxiway due to existing residential units, fences and vegetation in the foreground. The undulating landscape would essentially be levelled and flatten off to provide for the runway extension, modifying the existing physical 'sand-dune' type landscape. If required, buffer planting or fencing to be determined in the Landscape and Design Plan (and subject to meeting any Airport operational requirements) could be implemented to fully screen the RESA/extension area from these viewing locations.
Private dwellings on Port Hills Ridge (Refer to VP 16)	Open to partial views Over 1.8kms	VL - L (adverse)	VL - L (adverse)	Due to the elevated location of these dwellings, open to partial views across the Airport and Waimea Estuary are experienced. However, given the viewing distance is over 1.7kms from the proposed extension areas and it forms only a small portion in the mid-distance of the wide expansive view, the change in view is not expected to generate adverse visual effects more than low.	
SOUTHERN VIEWING CATCHMENT					
Private dwellings on Monaco Peninsula (Refer to VPs 1 - 3)	Open to no view Distance varies	VL (neutral)	VL (neutral)	Views remain unchanged due to the proposed RESA area being within the existing Airport runway, essentially a no change scenario.	

Appendix 3: Graphic Supplement

NELSON AIRPORT NOR NORTHERN RUNWAY EXTENSION

APPENDIX 3
GRAPHIC SUPPLEMENT
FEBRUARY 2023





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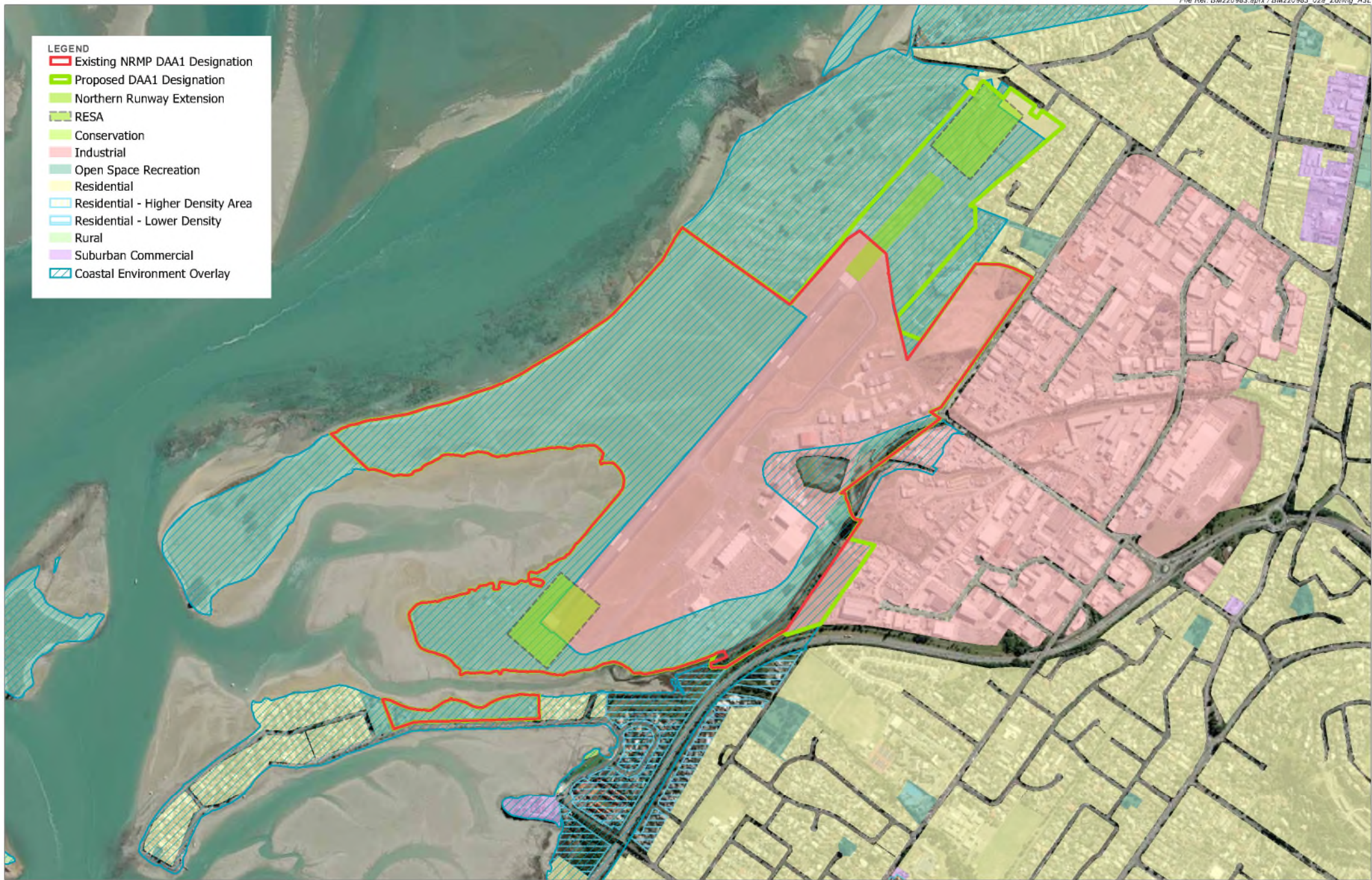
FIGURES 7-14: Viewpoints

PRINT A3 landscape double-sided

COVER IMAGE: View from Pinnacles Place, looking in a westerly direction towards the Airport.

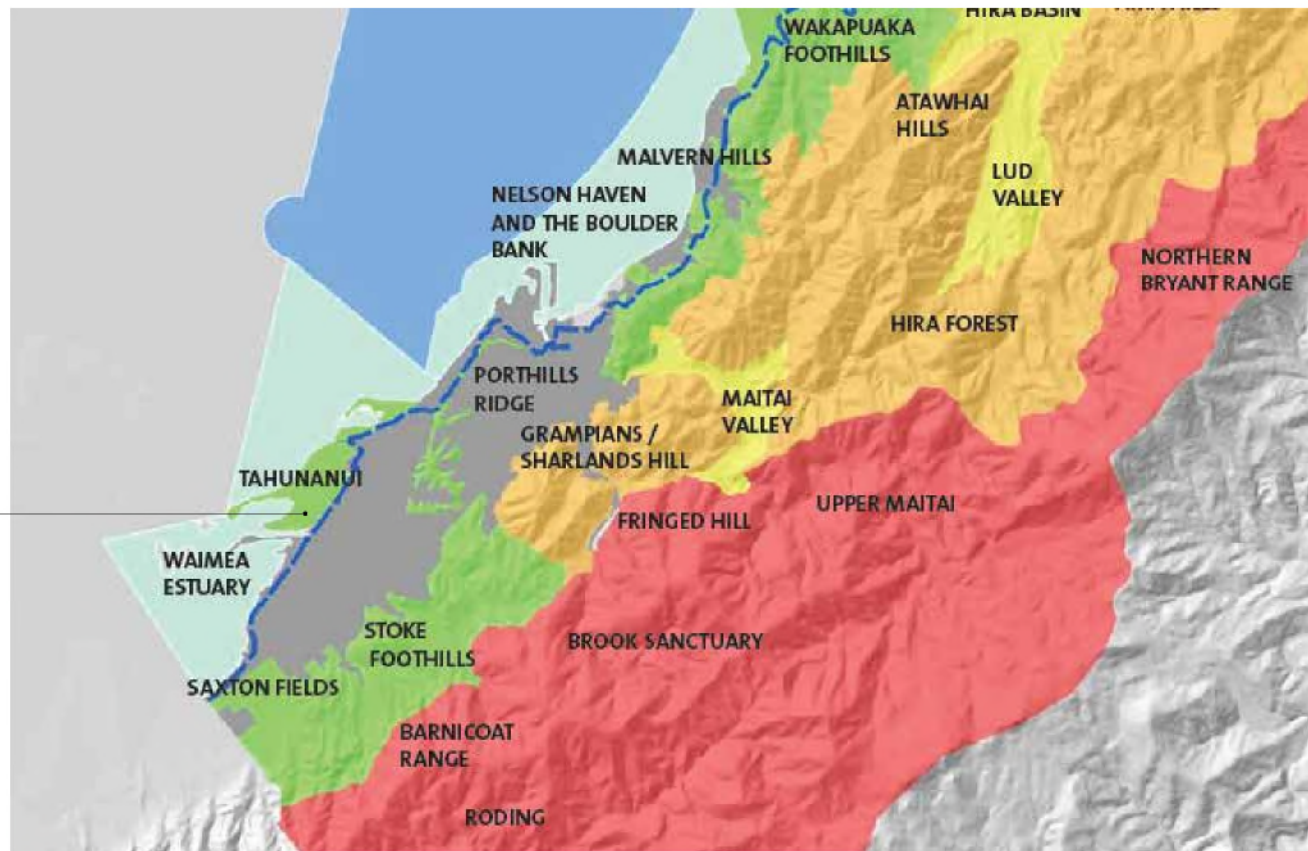
LEFT IMAGE: View of Maire Stream tributary within the proposed RESA.





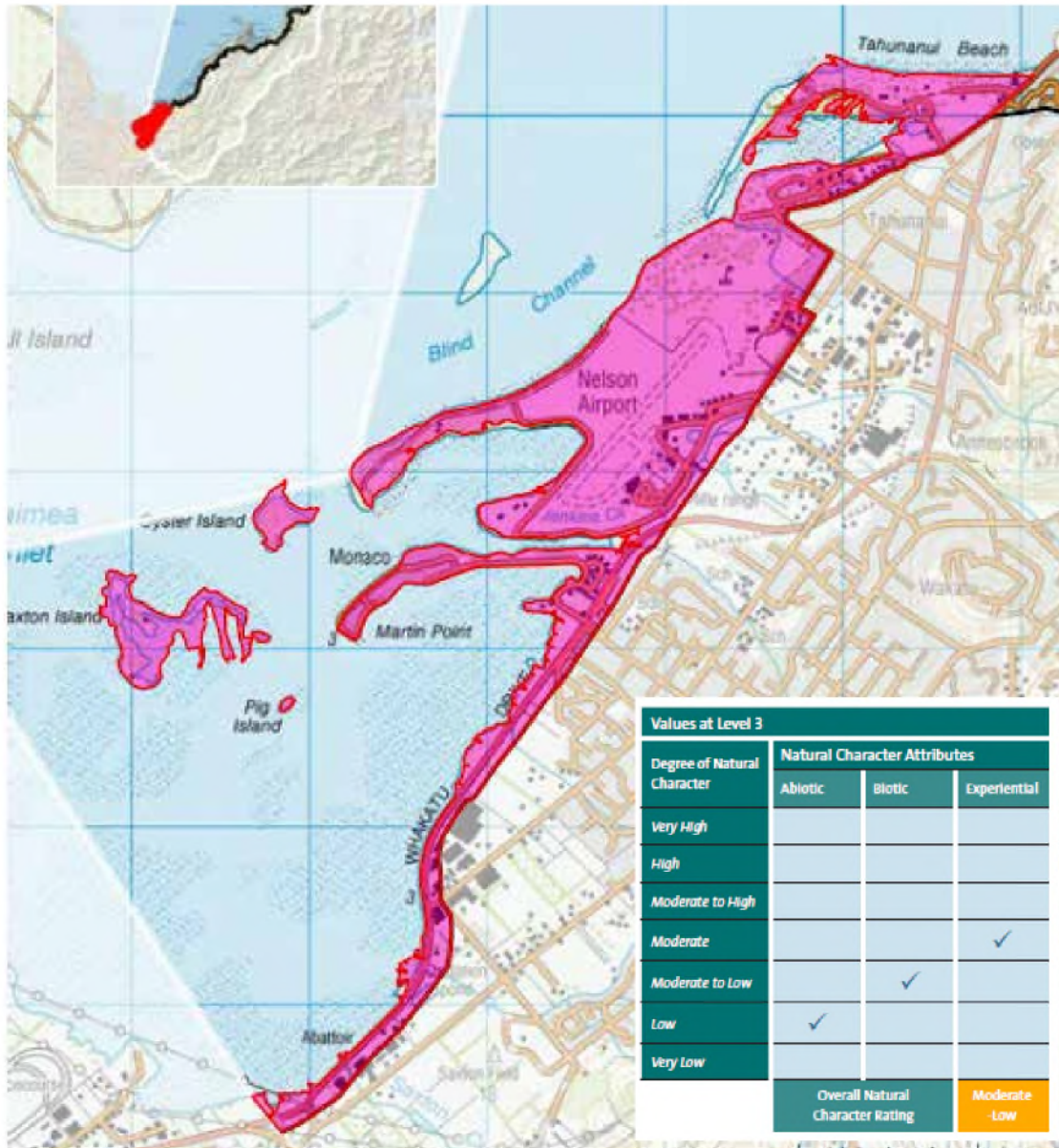
LEGEND

- Existing NRMP DAA1 Designation
- Proposed DAA1 Designation
- Northern Runway Extension
- RESA
- Conservation
- Industrial
- Open Space Recreation
- Residential
- Residential - Higher Density Area
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- Rural
- Suburban Commercial
- Coastal Environment Overlay

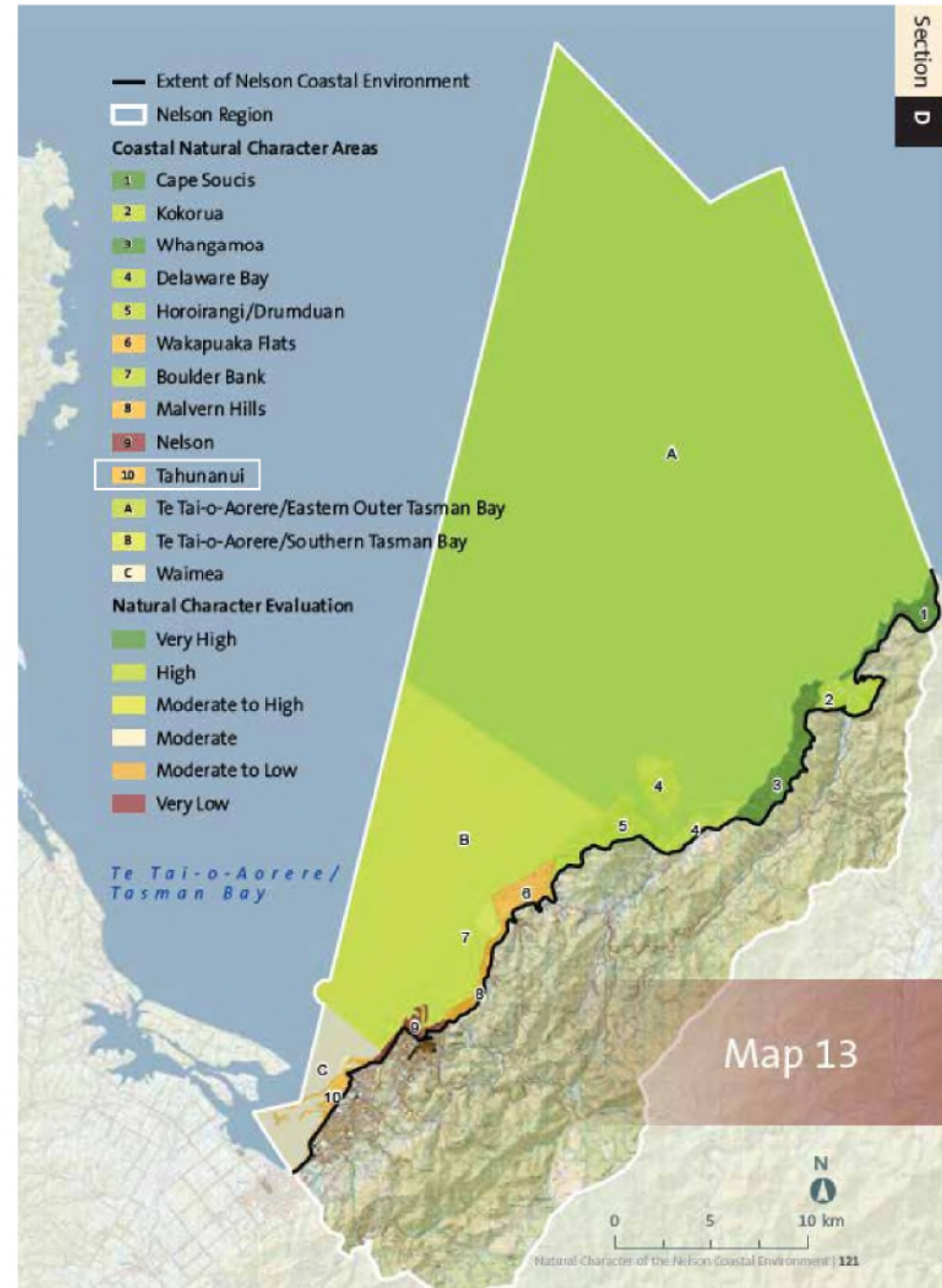


Tahunanui Character Area

Tahunanui	<p>Biophysical</p> <ul style="list-style-type: none"> Modified coastal vegetation patterns with areas of Dune System and salt marsh retained along the Tahunanui Back Beach The Tahunanui Back Beach provides an important habitat for the carabid ground beetle <p>Sensory</p> <ul style="list-style-type: none"> Coastal processes remain legible along the coastal edge with shifting patterns of sand and coastal erosion along Tahunanui Back Beach Large areas of coast line have been reinforced with rock rip-rap which reduces the overall level of naturalness Tahunanui Beach forms an iconic area of Nelson's coastline Areas of open space bordered by peripheral commercial and recreation buildings retain coherent coastal edge character The constant change and movement on the coast - with tides, weather and lighting conditions - contributes a great deal of visual variety to the city's landscape context <p>Associative</p> <ul style="list-style-type: none"> Very important recreation area commonly referred to as 'Nelson's beach' Important heritage associations indicating early Maori settlement and associated cultural and spiritual values 	High	<ul style="list-style-type: none"> Impacts on biophysical values associated with sensitive dune systems and coastal habitats Impacts on a coherent open space character and associated recreation value connected with Nelson's seaside identity 	<ul style="list-style-type: none"> Intensification of commercial and recreation use Coastal erosion impacts and potential protection mechanisms 	<ul style="list-style-type: none"> With the exception of the airport and golf course most of this area is in public ownership which lessens the threat of inappropriate development



COASTAL TERRESTRIAL AREA 10:
Tahunanui



NELSON AIRPORT NOR NORTHERN RUNWAY EXTENSION
Coastal Natural Character Areas & Evaluation

Date: December 2022 Revision: 0

Plan prepared for Nelson Airport Limited by Boffa Miskell Limited
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Figure 4



LEGEND

- Existing NRMP DAA1 Designation
- Proposed DAA1 Designation
- Northern Runway Extension
- RESA



LEGEND

- Existing NRMP DAA1 Designation
- Proposed DAA1 Designation
- Northern Runway Extension
- RESA



VIEWPOINT 1: View from Airport Perimeter Walk, located south-east of the Airport, looking in a south-west direction towards Jenkins Creek/southern extent of the Airport.



VIEWPOINT 2: View from Airport Perimeter Walk, located south-west of the Airport, looking in an easterly direction towards the Airport, Jenkins Creek and Port Hills Ridge (in the background).

Approximate location of southern RESA

Residential dwellings on Point Road



VIEWPOINT 3: View from Airport Perimeter Walk, located south-west of the Airport, looking in a south-easterly direction towards the Airport and southern RESA.

Airport Perimeter Walk

Northern extent of existing runway



VIEWPOINT 4: View from Airport Perimeter Walk, located west of the Airport, looking in an easterly direction towards the northern extension area, Airport, Port Hills Ridge (in the background).

Nelson Golf Club

Approximate location of northern extension area

Airport Perimeter Walk

Existing NAL designation



VIEWPOINT 5: View from Airport Perimeter Walk, located north-west of the Airport, looking in a north-easterly direction towards the Nelson Golf Club and northern extension area.

Nelson Golf Club

Approximate location of northern extension area

Nelson Golf Clubhouse



VIEWPOINT 6: View from Airport Perimeter Walk, located north of the Airport, looking in a northerly direction towards the northern extension area, Nelson Golf Club with the Port Hills Ridge (in the background).

Approximate location of northern extension area

Nelson Golf Club

Nelson Golf Clubhouse



VIEWPOINT 7: View from Airport Perimeter Walk, located north of the Airport, looking in a northerly direction towards the Nelson Golf Club and northern extension area.

Approximate location of northern extension area

Nelson Golf Club



VIEWPOINT 8: View from Nelson Golf Clubhouse (second floor balcony), located 170m north of the existing NAL designation, looking in a westerly direction towards the northern extension area and Nelson Golf Club.

Residential dwellings on Otterson Street

Maire Stream tributary

Approximate location of northern runway extension

Approximate location of northern RESA

Nelson Golf Club



VIEWPOINT 9: View from the terminus of Awatea Place, located 640m north of the existing NAL designation, looking in a southerly direction towards the Nelson Golf Club and northern extension area.



VIEWPOINT 10: View from the north-western corner of the proposed RESA, looking in a southerly direction towards the existing Golf Club sheds.

Maire Stream tributary



VIEWPOINT 11: View located centrally within the proposed RESA, looking in a southerly direction across Maire Stream tributary and the Nelson Golf Club.

Nelson Golf Club



VIEWPOINT 12: View located south of 119 Parkers Road (residential dwelling), looking in a southerly direction across the Nelson Golf Club and proposed RESA.



VIEWPOINT 13: View located within Nelson Golf Club, south of Maire Stream, looking in a southerly direction towards the proposed RESA.

Approximate location of northern runway extension

Nelson Golf Clubhouse

Nelson Golf Club

Northern extent of existing runway



VIEWPOINT 14: View located within Nelson Golf Club, near existing pond, looking in a southerly direction towards the northern runway extension area.

Nelson Golf Clubhouse



VIEWPOINT 15: View located at northern extent of northern runway extension, looking in a south-westerly direction towards the Airport.

Approximate extent of northern runway extension



VIEWPOINT 16: View from Pinnacle Place, approximately 1.7kms east of the Airport, looking in a westerly direction towards the Airport and Waimea Estuary.



About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Whangarei, Auckland, Hamilton, Tauranga, Wellington, Nelson, 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.

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