IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 29 to the Nelson Resource Management Plan

SUMMARY STATEMENT OF DAVID ERIC BADHAM ON BEHALF OF NELSON CITY COUNCIL

PLANNING – TRANSPORT AND PAPAKĀINGA

1. INTRODUCTION

1.1 My name is David Eric Badham and I am a Partner / Planning Consultant at Barker & Associates Limited.

1.2 I am a reporting planner for the Nelson City Council ("Council") on Plan Change 29 ("PC29") for the Transport and Papakāinga topics.

1.3 My experience, qualifications, involvement in this project and agreement to comply with the Code of Conduct is set out in the Section 42A report.

1.4 I confirm that I attended no expert conferencing for these topics, as none was specifically required.

1.5 In my opinion, due to the generally limited scope of submissions and lack of evidence being presented on these topics, I consider that there are very few issues in contention or matters that require particular attention by the Panel. Therefore, to assist the Panel, below I have briefly summarised the key matters raised within my s42A and also identified two corrections that I wish to make. I am happy to answer any questions or clarifications the Panel may have as I progress through this statement, or at the completion of it.

2. TRANSPORT

2.1 PC29 includes targeted amendments to the transport provisions to align with the directions of the National Policy Statement for Urban Development (NPSUD), Nelson Tasman Future Development Strategy 2022 - 2052, E tu Whakatu – Nelson's Active Travel Strategy and the Regional Land Transport

Plan. The overarching purpose of PC29's amendments to the Transport provisions is to ensure that they are appropriate and can accommodate higher density development, while contributing to a well-functioning urban environment, and support carbon reduction.

2.2 Submissions have raised a number of issues relating to the transport provisions which I have addressed in detail in my s42A. My s42A Report is supported by the technical transportation evidence of Ari Fon. Based on my consideration of the submissions and evidence of Mr Fon, I have recommended a number of minor recommended amendments to the provisions, including:

(a) Transport Policies DO10.1.5, DO10.1.5.ii and DO13A.5.1.f. These add additional terms that I consider clarify the application of the provisions.

(b) Matters of discretion in REr.17B.3, REr.18B.3 and REr.19B.3 to add "including accessible parking."

(c) AP10.4A to insert a new role regarding parking spaces for cycles for Retirement Villages.

(d) Addition of a new matter of discretion in ICr.37B.3 regarding "effects of the building design and development layout on micromobility and accessibility of access."

(e) Amendment to REr.107.2 to reference "except where micromobility access standards are provided for and required in Appendix 11."

(f) Minor amendment to AP10.15.2.i a to insert "and wellbeing."

3. PAPAKĀINGA

3.1 PC29 proposes new objectives, policies and rules for papakāinga in the General, Medium and High Density Residential Zones, and in the Inner City Suburban and Suburban Commercial Zones.

3.2 Submissions have raised a number of issues relating to the papakāinga provisions which I have addressed in detail in my s42A. Based on my analysis of the submissions, I have recommended a number of minor amendments to the provisions, including:

(a) Amendment to DO1A.1.1 to clarify the language and relationship between clause b and c.

(b) Amend reference to “whānau” with a macron in DO1A.1.2.

(c) Amend DO1A.1.6 regarding the direction for Tangata Whenua Led Design to state “To provide for papakāinga design that is led by tangata whenua and guided by tikanga Māori.”

(d) Replace DO1A.2.2 and DO1A.2.3 to combine into a single policy “The location, extent, design and development of papakāinga, including extensions to existing papakāinga, will be led by tangata whenua, guided by kaupapa Māori and in accordance with tikanga”

(e) Delete Policy DO1A.2.3 location, extent and design of papakāinga as a consequence of the recommended amendments above, delete DO1A.2.3.

(f) Amend Policy DO1A.2.4 maximum scale of papakāinga development clause b to state “the extent to which adverse effects on adjoining properties and the environment are avoided, remedied or mitigated, while recognising that papakāinga may contain activities of a character, scale, intensity or range that are not provided for in the surrounding area.”

(g) Amend Policy DO1A.2.6 to state “The Council will support tangata whenua where tangata whenua choose to prepare papakāinga design guidelines and implement them through development plans.”

4. CORRECTIONS

4.1 On review of my s42A Report, I have identified two corrections I would like to make.

Method DO10.1.5.iv.a

4.2 I had recommended the following amendment:

> “require every site to be provided with vehicular, pedestrian, and micromobility access.”

4.3 Upon review, I acknowledge that the language of this method, is now inconsistent with Policy DO10.1.5 Access to Sites. I therefore recommend the

following correction to ensure the wording of the method is consistent with the wording of the policy:

> "require every site to be provided with pedestrian, micromobility and / or vehicular access."

Subdivision Rule REr107.3.b

4.4 I had recommended additional text stating:

> "…except where micromobility access standards are provided for an required in Appendix 11."

4.5 I confirm that the highlighted "an" above should be "as."

David Badham

26 August 2024