

Submission on notified Plan Change 29 to Nelson Resource Management Plan

To: Nelson City Council

Submission from: Fire and Emergency New Zealand

This submission is made on behalf of Fire and Emergency New Zealand (Fire and Emergency) to Nelson City Council (NCC) on Proposed Plan Change 29 (PC29).

1.1 Context

The primary objective of Fire and Emergency is to reduce the incidence of unwanted fire and the associated risk to life and property. Fire and Emergency seek to:

- protect and preserve life
- prevent or limit injury
- prevent or limit damage to property and land, and
- prevent or limit damage to the environment¹.

Fire and Emergency also has secondary functions including responding to medical events, rescues and public assists. With the wider mandate and changing nature of Fire and Emergency response, the volume of incidents that Fire and Emergency responds to has grown, as has the range of incident types.²

Fire and Emergency also faces broad challenges, such as the increasing frequency and severity of extreme weather events, increasing intensification of urban areas, and competing access to resources such as water and transport infrastructure. These challenges make the environment Fire and Emergency operates in more complex and puts greater demands on Fire and Emergency as an organisation.

Territorial authorities have a role in ensuring that Fire and Emergency, as an emergency service provider, can continue to operate effectively and efficiently in a changing urban environment. This includes consideration and management of the actual and potential implications on emergency services when giving effect to the National Policy Statement on Urban Development 2020 (NPS-UD), and other regulatory reforms, such as the Resource Management (Enabling Housing Supply and Other Matters) Act 2021.

This submission seeks to enable Fire and Emergency to carry out its requirements under the Fire and Emergency New Zealand Act 2017 more effectively in the protection of people, property and the environment in the event of an emergency.

This submission addresses matters relating to activities required to be undertaken to enable an effective emergency response and to provide for the health and safety of people and communities in Nelson. Issues of particular interest and relevance to Fire and Emergency broadly include:

- ensuring new development, including infill development, is adequately serviced by firefighting water supply,
- ensuring emergency services appliances and Fire and Emergency personnel can adequately access both built and natural environments across Nelson in the event of an emergency, and

¹ Fire and Emergency New Zealand Act 2017 section 10(a)(b)

² There is an increasing need to respond to a wide range of non-fire emergencies, where Fire and Emergency often coordinate with and assist other emergency services. These include responding to motor vehicle accidents, medical call-outs, technical rescues, hazardous substance incidents such as gas or chemical leaks, and accidents and other incidents at sea. In 2016/17, Fire and Emergency attended more medical emergencies than structure and vegetation fires combined. (Source: NZ Fire Service Annual Report 2016/17)

- maintaining and developing Fire and Emergency's property estate (e.g. fire stations) in strategic locations and at appropriate times to enable Fire and Emergency to continue to meet the demands and expectations of communities as they grow and change.

There are three existing stations in the Nelson city:

Fire Station	Physical Address	Existing Zone	Proposed Zone
Stoke Volunteer Fire Brigade	484 Main Road Stoke	Suburban Commercial	Suburban Commercial Flood Hazard Overlay
Nelson Station	1 Gloucester Street	Inner City Fringe	Inner City Fringe High Flood Hazard overlay
Hira Volunteer Fire Brigade	769 Hira Road	Rural - Lower Density Small Holdings Area	Rural - Lower Density Small Holdings Area Flood Overlay

1.2 Firefighting water supply

The primary objective of Fire and Emergency is to reduce the incidence of unwanted fire and the associated risk to life and property. To achieve this objective Fire and Emergency requires adequate water supply be available for firefighting activities.

It is critical for Fire and Emergency that water supply infrastructure is in place prior to any development commencing and that this water supply has adequate capacity and pressures available to service the future growth. Fire appliances carry a limited amount of water; therefore, it is necessary that adequate water capacity and pressure be available to Fire and Emergency to control or extinguish a fire. In the urban areas of Nelson, water is sourced from the reticulated water supply network however where reticulation is not available or limited (i.e. trickle fed), alternative water sources will be required. This may be in the form of dedicated water tanks or ponds for firefighting. Adequate physical access to this water supply for new development (whether reticulated or non-reticulated) is also essential.

Adequate capacity and pressure for each development can be determined through the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Code of Practice)³. The Code of Practice is a non-mandatory New Zealand Standard that sets out the minimum requirements for firefighting water and access in order for Fire and Emergency to operate effectively and efficiently in an emergency.

Fire and Emergency consider it essential that urban development does not occur out of sequence with the delivery of key strategic infrastructure (network extensions or upgrades), or development is not enabled where there is potential or known infrastructure capacity constraints in relation to the Three Waters, in particular the water supply network.

Fire and Emergency acknowledge that NCC has identified key intensification areas as being infrastructure ready, and that NCC is committed to working with developers to sequence preferred locations for growth and intensification projects to be responsive to infrastructure deficits. This will assist NCC in identifying areas in the city where there is potential or known infrastructure capacity constraints and will enable NCC to manage the cumulative impacts of urban infill on the water supply network. Fire and Emergency encourage NCC to ensure that the impacts of development on firefighting water supply capacity is also appropriately considered. Tables 1 and 2 of the Code of Practice provide information on how to classify the required

³ The New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008 can be found here: <https://fireandemergency.nz/assets/Documents/Files/N5a-SNZPAS-4509-2008-NZFS-Firefighting-water-supplies-Code-of-practice.pdf>

firefighting water supply in relation to the scale of development proposed. It is vital that this is planned to ensure that development is not enabled in an area with a reticulated network incapable of supplying the required firefighting water supply.

To manage this, Fire and Emergency considers that all subsequent subdivision and development should be subject to development standards within the **Nelson Resource Management Plan (NRMP)** requiring all applicants to demonstrate that their development can be adequately serviced for firefighting water supply in accordance with the Code of Practice across all zones. If this does not become part of the consenting regime, there will likely be development with inadequate firefighting water supply with potentially serious consequences for life and property. Particular consideration should be given to high rise buildings and the network's capacity to maintain pressures.

1.3 Emergency services access

Fire and Emergency requires adequate access to new developments, associated structures and the natural environment to ensure that they can respond in emergencies.

Within the urban environment, the NPS-UD encourages higher residential densities, more varied housing typologies such as larger multi-unit development as well as a more compact urban form generally. Intensification and infill housing in Nelson are already challenging traditional access to properties for fire and other emergencies. This includes both vehicle access to the source of a fire as well as physical access by Fire and Emergency personnel to perform rescues and duties, where obstructions and site layout inhibit the use of lifesaving appliances such as ladders, hoses and stretchers.

The changes consequential to the NPS-UD will create new challenges for emergency services. Fire and Emergency consider it is vital for the health, safety and wellbeing of communities that the needs of emergency services are taken into account as new urban development is being planned. Some of the implications of these aspects are set out in the following sections.

1.3.1 Pedestrian only developments

Fire and Emergency note that as a result of the NPS-UD, the requirement for onsite parking in all residential developments has been removed, increasing the number of developments that provide pedestrian only access.

Fire and Emergency acknowledge that the New Zealand Building Code (NZBC) specifies access and safety requirements for firefighting operations, where certain buildings must provide appropriate access for fire service vehicles, firefighters and equipment, and the inlets to any automatic fire sprinkler systems or fire hydrant systems.

However, in situations where the district plan removes the requirement to provide for a vehicle access and/or provides for pedestrian only developments, this subsequently means that many developments will be unable to comply with the NZBC Fire and Emergency vehicular access requirements and subsequently firefighter access is not provided.

While Clause C5 of the Building Code addresses access and safety for firefighting operations, , provisions addressing a particular resource management issue, whose appropriate solution lies in the imposition of a requirement going beyond the Building Code, can be valid and are not necessarily prevented by section 18 of the BA04.

The use of relevant land for residential purposes should, for specified reasons relating to emergency access requirements to provide for health and safety, only be permissible subject to certain requirements (e.g. as to width of paths) first being met. Furthermore, the provision of practical and functional access for emergency services is a critical element of a well-functioning urban environment.

The social well-being, health and safety of people and communities, including matters relating to pedestrian safety, are valid resource management matters, which can be addressed and enabled in district plans. Both the Environment Court and High Court have confirmed that health and safety issues are part of the RMA's stated purpose of sustainable management, and district plans are ultimately intended to give effect to section 5 and Part 2 of the RMA.

Given the shortfalls with the NZBC and the lack of clarity/consistency in the interpretation/application of the NZBC and the RMA, Fire and Emergency are concerned that the requirements of PC29 for pedestrian only access developments are not entirely adequate for responders to efficiently access properties in event of a fire or emergency or to use tools and equipment effectively if required. This has the potential to significantly increase the risk to life and property.

Where resource consent is required for sites with no vehicle access, matters of discretion should include consideration of the extent to which emergency service access is provided for. Urban design guidelines should also consider and reflect good practice examples that, where no vehicle access is provided to a lot/site, that an unobstructed path must be provided either, between buildings on the same site or between buildings and the property boundary to provide for sufficient emergency service access to the site/buildings. This can then be assessed on a case-by-case basis and councils' urban design guides could assist in the regard.

1.3.2 Emergency vehicle access

Fire and Emergency acknowledge that while PC29 has included provisions for applicants to demonstrate how emergency service vehicle and staff are able to access developments in certain scenarios, there are no provisions requiring all subdivision / development to provide safe and efficient emergency service access (e.g. up to three residential units on a site).

Adequate fire appliance access to both the source of a fire (or other emergency) and a firefighting water supply is essential to the efficient operation of Fire and Emergency. The requirements for firefighting access are set out in the Code of Practice, are further detailed in Fire and Emergency's 'Designer's guide' to firefighting operations 'Emergency vehicle access' (December 2021) and prescribed in Part 6 of C/AS1 and C/AS2 of the NZBC.

These requirements are necessary for Fire and Emergency to be able to operate pumping appliances from a hard standing. Often, this can be done from the public road, and this is how Fire and Emergency prefers to operate where possible. Pumping appliances are vehicles used to pump water for firefighting (refer Appendix A of the Fire and Emergency's 'Designers' guide). They carry a relatively small amount of water (1,350–2,000 litres) and have a limited length of hose. Accordingly, Fire and Emergency must have access to a water supply and must also be able to base operations near the building, so firefighters can reach the fire with water.

There are however a number of limitations and subsequent concerns Fire and Emergency have in relation to the requirements of the NZBC:

- C/AS1 fire service vehicular access requirements (as set out in section 6.1 of the NZBC) does not apply to detached dwellings, within household units in multi-unit dwellings, or to outbuildings, and ancillary buildings and therefore there is a significant shortfall in access requirements for firefighter access.
- The use of the term "remotely" in both C/AS1 and C/AS2 to determine whether Part 6 applies is unclear and subsequently subjective.
- For buildings to which these vehicle access requirement applies, Fire and Emergency observe significant dispensations given to developments at the time of building consent and therefore compliance with the NZBC is not achieved in many cases. In many cases Fire and Emergency have been informed that dispensations have been granted in recognition that a resource consent for the development has been obtained.

Fire and Emergency has strong concerns that even in situations where the NZBC applies, many recent developments do not comply with the NZBC (in particular 20m access to the building for firefighting or 75m hose length to the furthest point) as exemptions are often given at the building consent stage.

For this reason, NCC need to carefully consider how emergency vehicle access will be provided for new residential developments.

Given the apparent gap in the NZBC, significant consideration needs to be given to new district plan rules and a related policy framework to enable adequate access to detached residential dwellings by emergency vehicles and personnel (i.e. SH risk group buildings not covered by the NZBC). It is requested that these requirements align with those of the NZBC so as to not be inconsistent.

For all other developments to which the NZBC applies (Part 6: firefighting of C/AS1 and C/AS2), Fire and Emergency request that, where not already provided for, the district plan introduce rules that 'duplicate' the requirements of the NZBC. Fire and Emergency consider that this approach would prevent resource consents being issued that could not be implemented because the layout does not comply with the NZBC requirements and need to be redesigned to provide sufficient firefighter access. This could mitigate some risks, especially when activities that currently require resource consent move to permitted.

Further, Fire and Emergency seek the provision of adequate access through voluntary measures such as "best practice" recommendations in the urban design manual or similar. These proposed measures would encourage developments to consider early in their design the requirements of emergency services. Fire and Emergency recommends developments give effect to the guidance provided in the Firefighting Operations Emergency Vehicle Access Guide.

Adequate provision for emergency access will enable Fire and Emergency to:

- Get into the building and to move freely around their vehicles.
- Gain access to rear dwellings on long sites where hose run lengths become an issue.
- Ensure the safety of firefighters and enable firefighters to deal quickly to smaller undeveloped fires before they develop and endanger members of the public and the firefighters who may need to assist them in either rescues and/or firefighting.

1.3.3 Carparking

Fire and Emergency is already encountering new development where emergency vehicle access along the roading corridor has been challenging. Issues with emergency vehicle access in these locations can be caused by narrow roads / laneways, higher density typologies and a lack of off-street parking available resulting in cars parking along both sides of already narrow residential streets. Implications for emergency services include on-road obstructions, meaning emergency vehicles have difficulty or are unable to manoeuvre, as well as an inability to access buildings and locate fire hydrants in an emergency. Inadequate parking lengths along frontages also have been encountered generally from vehicles parking over footpaths in driveways, blocking access.

Fire and Emergency acknowledges that, where no off-street parking is required, there may also be no requirement to provide for vehicular access to a property. In these situations, emergency service staff would need to enter a property on foot and/or remove fences and other structures to provide access. Regardless, there needs to be sufficient clearance to access buildings with heavy emergency equipment.

Despite Policy 11 and clause 3.38 of the NPS-UD, consent authorities can continue to consider the effects of car parking supply and demand in resource consent applications. Given that section 104(1) requires a consent authority to have regard to 'any actual and potential effects on the environment of allowing [an] activity', an adverse effect of a particular activity could include adverse traffic effects on the local or wider road network.

Section 108AA of the RMA relates to requirements for conditions of resource consents. Section 108AA(1)(b) provides that a condition must not be included in a resource consent for an activity unless the condition is directly connected to one or both of: an adverse effect of the activity on the environment and/or an applicable district or regional rule, or a national environmental standard.

Fire and Emergency request that NCC retain a policy framework that would enable such conditions to be imposed on a case-by-case basis, having regard to the effects of a particular activity. This could include, for example, matters of discretion relating to the safety of pedestrians and cyclists, surrounding car parking supply, and on and off-street amenity effects.

This will see that NCC and the community are still be able to consider any positive or adverse effects, and ensure any adverse effects can be avoided, remedied and mitigated. This would likely be most appropriate for large development applications with a significant under-provision of parking for the type and location of the activity. Consideration should also be given to the requirements of a transportation assessment to determine the impact of development of the roading network. It could also be necessary to use a condition of consent to tie a development application to preparing or updating a comprehensive parking management plan.

1.3.4 Reduced setbacks

The minimum building setbacks from boundaries and between buildings in the Medium Density Residential Standards to 1m on side boundaries from buildings on all sides increase the risk of fire spreading and can inhibit Fire and Emergency personnel from getting to the fire source. The difficulty of access may also increase the time for fire to burn, thereby increasing the heat radiation in a confined area.

The NZBC requirements (C/AS1 and C/AS2) are relevant here whereby buildings must be designed and constructed so that there is a low probability of fire spread to other property vertically or horizontally across a relevant boundary.

It is therefore vital that the NZBC is enforced and complied with to reduce the risk of fire spread in the intensified urban areas. This includes careful consideration of requirements to use non-combustible building materials to slow the vertical and horizontal spread of fire.

Fire and Emergency encourage NCC to consider integrating these considerations into the urban design guides to align with the NZBC and prompt developments to consider fire risk mitigations early on in design. This should also be included as an advice note with the relevant front, side and rear boundary setback rules within PC29.

1.4 Demand on emergency services

Fire and Emergency has a Statement of Performance Expectations⁴ which sets out targets to delivering timely and effective fire response and suppression services as well as other services⁵.

Community need for Fire and Emergency services has been increasing, thereby increasing Fire and Emergency's presence on the roads and need for fast and efficient access to incidents across Nelson city.

Urban growth and intensification coupled with environmental and demographic changes across communities is likely to result in a greater demand on emergency services and consequently can affect response times if not managed.

⁴ Statement of Performance Expectations 2021/2022 can be found here: <https://www.fireandemergency.nz/assets/Documents/About-FENZ/Key-documents/FENZ-1664-Statement-of-Performance-Expectations-2023-24.pdf>

⁵ Fire and Emergency Act 2017 sections 10-12

Fire and Emergency's response time commitments to the government and community are key determinants for the location of new, or expansion of existing fire stations. Fire stations therefore need to be strategically located within and throughout communities to maximise their coverage and reduce response times so that they can efficiently and effectively provide for the health and safety of people and communities.

As urban areas develop and intensify, the ability to construct and operate fire stations in locations which will enable reasonable response times to fire and other emergencies is critical for the health, safety and wellbeing of people in the community. In this regard it is noted that Fire and Emergency is not a requiring authority under section 166 of the RMA and therefore does not have the ability to designate land for the purposes of fire stations.

Provisions within the rules of the NRMP therefore may be the best way to facilitate the development of any new fire stations as the city grows. Ongoing, and more frequent engagement with Fire and Emergency in terms of growth projections and demographic changes will assist us in understanding where we may need new emergency service facilities in the future. This will be particularly important during plan review and plan changes that seek to re-zone large portions of land to facilitate development.

Fire and Emergency seeks the following decision from the local authority:

Appendix A sets out the details of Fire and Emergency's submission, including the amendments sought by Fire and Emergency to specific provisions in PC29, and the reasons for the amendments.

Fire and Emergency would welcome any questions or further engagement on matters raised in the submission within.

Fire and Emergency may wish to be heard in support of its submission depending upon the proposed amendments to the Plan Change provisions as notified.



Signature of person authorised to sign on behalf of Fire and Emergency

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Appendix A

The following table sets out the specific position and any amendments sought by Fire and Emergency. Where specific amendments to provisions of the Nelson Resource Management Plan are sought, these amendments are shown as red underline (for new text sought) and ~~word~~ (for deletion).

ID	Provision	Support / oppose	Submission	Requested amendment
Chapter 3				
1	AD8.3 Information to be included with subdivision applications Applications for subdivision consents must include the information required for other resource consents, set out above (where relevant), and the following additional material: ... e. Provision for safe vehicular access ... o. Existing and proposed services such as storm water, sewerage, water supply, electricity and telephone, to be indicated on the subdivision plan. ... q. Location and areas of land to be set aside as roads and access and width and grade of any road and access. ... t. The standards of the legal roads providing legal fronting and access. ... y. A statement on fire safety requirements in regard to proposed party walls and buildings on boundaries. ...	Support with amendment	Fire and Emergency support AD8.3 on the basis of the following: - AD8.3(e): Provision of safe vehicular access is paramount for emergency services to safely and efficiently access sites in the event of emergencies. - AD8.3(o): The ability for existing or proposed infrastructure to provide an efficient water supply, including for firefighting purposes, is vital for fire risk reduction and emergency service response. Fire and Emergency recommend amending this point to reflect the importance of subdivisions only being enabled where the infrastructure is capable of providing pressures and flows suitable for firefighting water supply requirements. - AD8.3(q) and (t): Subdivision design should provide for roads and access which do not hinder Fire and Emergency's ability to travel through the roading network and access new allotments. - AD8.3(y): A statement of fire safety requirements within subdivision applications promotes consideration of important fire safety matters early in the design stage.	Amend as follows: AD8.3 Information to be included with subdivision applications <i>Applications for subdivision consents must include the information required for other resource consents, set out above (where relevant), and the following additional material:</i> ... o. Existing and proposed services such as storm water, sewerage, water supply <u>(including for firefighting purposes)</u>, electricity and telephone, to be indicated on the subdivision plan. ...
Chapter 5				
DO2 Natural hazards				
	Objective and policy framework	Support	Fire and Emergency broadly supports the objectives and policies of the DO2 Natural Hazards chapter, insofar as they seek to reduce the risk and impact of natural hazards.	Retain as drafted.
DO10 Land transport				
	DO10.1.5 access to sites Every site should have an access that provides safe entry and exit for pedestrians, micromobility users or vehicles from the site to a road, without	Support in part	Fire and Emergency support DO10.1.5 to the extent that the objective recognises the need to provide safe access to every site without compromising the safety or efficiency of the road network. It is important every site has sufficient access for emergency services, as discussed in Section 1.3 above.	Amend as follows: DO10.1.5 access to sites

ID	Provision	Support / oppose	Submission	Requested amendment
	compromising the safety or efficiency of the road network, the safety of different types of road users or the streetscape values.		Fire and Emergency consider that the outcome of DO10.1.5 is unclear and greater focus should be given to the efficiency of access within sites, whether that be pedestrian only access or vehicle access.	<i>Every site should have an access that provides safe and efficient entry and exit for pedestrians, micromobility users and/or vehicles from the site to a road, without compromising the safety or efficiency of the road network, the safety of different types of road users or the streetscape values.</i>
DO14 Subdivision and Development				
	DO14.3 services In all zones provide for the provision of services to subdivided lots and developments in anticipation of the likely effects and needs of the future land use activities on those lots within the developments; and in all zones other than the General Residential Zone, Medium Density Residential Zone and High Density Residential Zone also provide for the development potential of other land in the Services Overlay.	Support	Fire and Emergency support DO14.3 on the basis that the definition of services includes water supply and roading infrastructure that is critical for effective and efficient emergency response.	Retain as drafted.
	DO14.3.1 roading a. The integration of subdivision roads with the existing and future road network in an efficient manner, which reflects the function of the road and the safe and well-integrated management of vehicles, cyclists, micromobility users and pedestrians, and b. Safe and efficient pedestrian or vehicle access to all lots created by subdivision and to all developments, and c. Roding connections as shown on Structure Plans and/or as described in Schedules in the NRMP, and d. Avoidance or mitigation of any adverse visual and physical effects of roads on the environment, and e. Public to private space relationships and roading design that represents a high quality urban streetscape, and f. The road network requirements to support the access and connectivity of future developments on other land in the Services Overlay (other than in the General Residential Zone, Medium Density Residential Zone and High Density Residential Zone, where the Services Overlay does not apply). g. The road network required to service the subdivision or development in accordance with a. to e. above shall be funded and constructed by the consent holder and vested in Council as part of the development. Provision of the necessary road network in f. shall be funded by the Council, if the project is provided for in the LTP. In this case, the relevant works have to be constructed prior to the section 224(c) certificate being sought for the development. In all other cases it is expected that the	Support	Fire and Emergency support DO14.3.1 on the basis that the objective includes specific consideration of the effects of development / subdivision on the safe and efficient operation of the road network, which is beneficial for the movement of emergency service vehicles around the district.	Retain as drafted.

ID	Provision	Support / oppose	Submission	Requested amendment
	necessary roading shall be funded by the consent holder (with costs shared between benefiting landowners, where relevant).			
	DO14.4 network utilities Efficient use of network utilities infrastructure while avoiding, remedying, or mitigating the adverse effects of utilities on their surrounding environments, and ensuring that regionally significant infrastructure is not restricted or compromised by subdivision, use and development of other activities.	Support	Fire and Emergency support DO14.4 insofar as the objective seeks to avoid, remedy, or mitigate the effects of subdivision / development on infrastructure.	Retain as drafted.
Chapter 7 Residential				
	RE1.1 Densities A choice of building densities should be provided within the city, taking into account people's preferences, the existing and planned built character of the Area (as outlined in the policies below), topography, townscape, the capacity of infrastructure, and the constraints of the land resource.	Support	Fire and Emergency support RE1.1 insofar as it promotes the provision of a variety of building densities (such as higher densities) providing the existing / planned capacity of the infrastructure has been taken into account.	Retain as drafted.
	RE2.8 community benefit It is recognised: that certain non-residential activities need to locate in the Residential Zone, that some existing non-residential activities may need to be explicitly provided for in the zone, and that some non-residential activities may enhance the amenity and sense of community of residential areas and will support the social and economic well-being of the local community.	Support	Fire and Emergency support RE2.8 as it recognises that non-residential activities, such as emergency service facilities, may need to locate in the residential zones for the benefit of the community. Furthermore, REr.8.j specifically references that emergency service facilities may increase the amenity and service to the community.	Retain as drafted.
General Residential Zone Rules				
	REr.17A Residential activity REr.17A.1 A residential activity is a permitted activity provided that: a. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and b. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes. REr.17A.3 Activities that contravene REr.17A.1.a are non-complying . REr.17A.4 Activities that contravene REr.17A.1.b are discretionary .	Neutral – clarification sought	Fire and Emergency note that while a connection may be able to be achieved, this does not necessarily mean that there is capacity available within the network. Regardless of activity status, there should be a requirement for applicants to demonstrate that all habitable buildings can be connected to a water supply which is also suitable for firefighting purposes whether reticulated or non-reticulated. Sufficient capacity availability should therefore be considered as a permitted activity standard. Clarification is required as to when Assessment Criteria REr.17A.5 would apply.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.

ID	Provision	Support / oppose	Submission	Requested amendment
	REr.17B Residential units REr.17B.1 Development of up to three residential units on a site is a permitted activity, provided that the development complies with all the permitted conditions in this Rule Table. REr.17B.3 Development of four or more residential units on a site is a restricted discretionary activity provided: 	Neutral – clarification sought	Fire and Emergency support REr.17B providing the assessment criteria listed in REr.17B.4 is applicable to all activity types under this rule. If the assessment criteria is not applicable to all activity types, there is a risk that when developing up to three residential units on a site, emergency service access and firefighting water supply matters will not be appropriately provided for.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.
	REr.17B.4 a. Regard is to be had to Appendix 14 - Residential Subdivision Design and Information Requirements, and the following matters: b. safety and attractiveness of the street: i. whether..... c. quality on-site living environments: i. whether d. neighbouring sites: i. without limiting the ability to achieve the planned built character for the zone, whether: a. the development.... e. parking, access and servicing: i. whether safe and direct pedestrian/ micromobility access that is easily identifiable is provided from the street to residential units on the site. ii. whether a good level of connectivity is provided within the site to the existing transport network and to local services and facilities. iii. whether vehicle access, cycle parking and carparking areas are designed as low speed environments that prioritise pedestrian movement. iv. whether storage areas for rubbish are sufficiently sized, conveniently located and appropriately screened and can be safely serviced by appropriate collection vehicles (if on-site collection is proposed). v. whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.	Support	Fire and Emergency strongly support the inclusion of the following matters within the assessment criteria: - whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently However, it is unclear when the assessment criteria is applied and clarification regarding this is required.	Further clarification needed as to the application of these assessment criteria to each activity type under rule REr.17B.

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	vi. whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently. f. safe operation of the transport network: i. see Appendix 10 and Appendix 11.			
	RER.17I Fences RER.17I.1 A fence is a permitted activity provided that: a. it does not block access to any parking or manoeuvring space provided in accordance with Appendix 10 - Parking and loading or Appendix 11 - Access; and b. it complies with RER.17G - Corner sites; and c. where located in a front yard or on any boundary with a road, or within 1.5m of a boundary with a reserve, walkway or other publicly owned space: i. the maximum height does not exceed 1.2m; or ii. for any fence over 1.2m in height: a. the maximum height does not exceed 1.8m; and b. at least 50% across the entire boundary is visually permeable (as measured by the total length of the front or road boundary and the height of the fence); and d. on all other property boundaries the maximum height does not exceed 1.8m; and e. for all fences where board or paling fences are used, structural railings do not face a road, walkway, reserve or other publicly-owned space.	Support with amendment	Fire and Emergency support RER.17I insofar as (a) requires fencing to not block access to any parking or manoeuvring space. It is important to Fire and Emergency that the erection of fences and walls will not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities. Fences and walls should be constructed in a way to ensure the signs and facilities are visible / accessible for Fire and Emergency. As such, Fire and Emergency seeks an amendment to provide for this.	Amend as follows: RER.17I Fences RER.17I.1 <i>A fence is a permitted activity provided that:</i> ... x. <u>it does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities.</u>
Medium Density Residential Zone only				
	RER.18A Residential activity RER.18A.1 A residential activity is a permitted activity provided that: a. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and b. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.	Neutral – clarification sought	Fire and Emergency note that while a connection may be able to be achieved, this does not necessarily mean that there is capacity available within the network. Regardless of activity status, there should be a requirement for applicants to demonstrate that all habitable buildings can be connected to a water supply which is also suitable for firefighting purposes whether reticulated or non-reticulated. Sufficient capacity availability should therefore be considered as a permitted activity standard. Clarification is required as to when Assessment Criteria RER.18B.4 would apply.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.

ID	Provision	Support / oppose	Submission	Requested amendment
	REr.18B Residential units REr.18B.1 Development of up to three residential units on a site is a permitted activity, provided that the development complies with all the permitted conditions in this Rule Table. REr.18B.3 Development of four or more residential units on a site is a restricted discretionary activity provided: a. for applications including 10 or more residential units, at least 10% of residential units on a site shall be designed to provide convenient wheelchair access including: i. access from a street to an entry door (which may be a front, back or side door) using gradients no greater than 1:20 and has a level (stepless) transition from inside to outside; and ii. doorways that have at least 810mm clear width (when the door is open) to fit a wheelchair; and iii. at least one bedroom and accessible bathroom be located at ground level and on the same level as the kitchen and living room. b. where the assessment of the number of accessible units results in a fractional number, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one residential unit. Discretion is restricted to: i. effects of the building design and development layout on: a. the safety and attractiveness of the street; and b. the quality of on-site living environments; and c. adjoining sites, with respect to visual dominance, daylight and sunlight, while not limiting the ability to achieve the planned built character of the zone; and d. the ability to provide efficient parking, access and servicing on the site that supports high quality living environments; and e. effects on the safe and efficient operation of the transport network.	Neutral – clarification sought	Fire and Emergency support REr.18B providing the assessment criteria listed in REr.18B.4 is applicable to all activity types under this rule. If the assessment criteria is not applied to all activity types under REr.18B, there is a risk that when developing up to three residential units on a site, emergency service access and firefighting water supply matters will not be appropriately provided for.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.
	REr.18B.4 Regard is to be had to Appendix 14 Residential Subdivision Design and Information Requirements, and the following matters:	Neutral – clarification sought	Fire and Emergency strongly support the inclusion of the following matters within the assessment criteria:	Further clarification needed as to the application of these assessment criteria to each activity type under rule REr.18B.

ID	Provision	Support / oppose	Submission	Requested amendment
	a. safety and attractiveness of the street i. whether.... b. quality on-site living environments i. whether.... c. neighbouring sites i. without limiting the ability to achieve the planned medium density built character for the zone, whether: a. the development is.... d. parking, access and servicing i. whether safe and direct pedestrian/ micromobility access that is easily identifiable is provided from the street to residential units on the site. ii. whether a good level of connectivity is provided within the site to the existing transport network and to local services and facilities. iii. whether vehicle access, cycle parking and carparking areas are designed as low speed environments that prioritise pedestrian movement. iv. whether storage areas for rubbish are sufficiently sized, conveniently located and appropriately screened and can be safely serviced by appropriate collection vehicles (if on-site collection is proposed). v. whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. vi. whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently. e. safe operation of the transport network i. See Appendix 10 and Appendix 11.		- whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently However, it is unclear when the assessment criteria is applied and clarification regarding this is required.	
	REr.18l Fences A fence is a permitted activity provided that: a. It does not block access to any parking or manoeuvring space provided in accordance with Appendix 10 - Parking and loading or Appendix 11 - Access; and b. it complies with REr.17G - Corner sites; and c. where located in a front yard or on any boundary with a road, or within 1.5m of a boundary with a reserve, walkway or other publicly owned space:	Support with amendment	Fire and Emergency support REr.18l insofar as (a) requires fencing to not block access to any parking or manoeuvring space. It is important to Fire and Emergency that the erection of fences and walls will not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities. Fences and walls should be constructed in a way to ensure the signs and facilities are visible / accessible for Fire and Emergency. As such, Fire and Emergency seeks an amendment to provide for this.	Amend as follows: REr.18l Fences <i>A fence is a permitted activity provided that:</i> ... x. <u>it does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	d. the maximum height does not exceed 1.2m; or e. for any fence over 1.2m in height: i. the maximum height does not exceed 1.8m; and ii. at least 50% across the entire boundary is visually permeable (as measured by the total length of the front or road boundary and the height of the fence); and f. on all other property boundaries the maximum height does not exceed 1.8m; and g. for all fences where board or paling fences are used, structural railings do not face a road, walkway, reserve or other publicly-owned space.			<u>valves, or other emergency response facilities.</u>
High Density Residential Zone Rules				
	REr.19A Residential activity A residential activity is a permitted activity provided that: a. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and b. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.	Neutral – clarification sought	Fire and Emergency note that while a connection may be able to be achieved, this does not necessarily mean that there is capacity available within the network. Regardless of activity status, there should be a requirement for applicants to demonstrate that all habitable buildings can be connected to a water supply which is also suitable for firefighting purposes whether reticulated or non-reticulated. Sufficient capacity availability should therefore be considered as a permitted activity standard. Clarification is required as to when Assessment Criteria REr.19B.4 would apply.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.
	REr.19B Residential units REr.19B.1 Development of up to three residential units on a site is a permitted activity, provided that the development complies with all the permitted conditions in this Rule Table. REr.19B.3 Development of four or more residential units on a site is a restricted discretionary activity provided: a. for applications including 10 or more residential units, at least 10% of residential units on a site shall be designed to provide convenient wheelchair access including: i. access from a street to an entry door (which may be a front, back or side door) using gradients no greater than 1:20 and has a level (stepless) transition from inside to outside; and ii. doorways that have at least 810mm clear width (when the door is open) to fit a wheelchair; and	Neutral – clarification sought	Fire and Emergency support REr.19B providing the assessment criteria listed in REr.19B.4 is applicable to all activity types under this rule. If the assessment criteria is not applied to all activity types under REr.19B, there is a risk that when developing up to three residential units on a site, emergency service access and firefighting water supply matters will not be appropriately provided for.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.

ID	Provision	Support / oppose	Submission	Requested amendment
	iii. at least one bedroom and accessible bathroom be located at ground level and on the same level as the kitchen and living room. b. where the assessment of the number of accessible units results in a fractional number, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one residential unit. Discretion is restricted to: i. effects of the building design and development layout on: a. the safety and attractiveness of the street; and b. the quality of on-site living environments; and c. adjoining sites, with respect to visual dominance, daylight and sunlight, while not limiting the ability to achieve the planned built character of the zone; and d. the ability to provide efficient parking, access and servicing on the site that supports high quality living environments; and e. effects on the safe and efficient operation of the transport network.			
	RER.19B.4 Assessment criteria Regard is to be had to Appendix 14 Residential Subdivision Design and Information Requirements, and the following matters: a. safety and attractiveness of the street i. whether... b. quality on-site living environments i. c. neighbouring sites i. without limiting.... d. parking, access and servicing i. whether safe and direct pedestrian/ micromobility access that is easily identifiable is provided from the street to residential units on the site. ii. whether a good level of connectivity is provided within the site to the existing transport network and to local services and facilities. iii. whether vehicle access, cycle parking and carparking areas are designed as low speed environments that prioritise pedestrian movement.	Support	Fire and Emergency strongly support the inclusion of the following matters within the assessment criteria: • whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. • whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently However, it is unclear when the assessment criteria is applied and clarification regarding this is required.	Further clarification needed as to the application of these assessment criteria to each activity type under rule RER.19B.

ID	Provision	Support / oppose	Submission	Requested amendment
	iv. whether storage areas for rubbish are sufficiently sized, conveniently located and appropriately screened and can be safely serviced by appropriate collection vehicles (if on-site collection is proposed). v. whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. vi. whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently. e. safe operation of the transport network i. See Appendix 10 and Appendix 11.			
	REr.19I Fences A fence is a permitted activity provided that: a. It does not block access to any parking or manoeuvring space provided in accordance with Appendix 10 - Parking and loading or Appendix 11 - Access; and b. it complies with REr.19G - Corner sites; and c. where located in a front yard or on any boundary with a road, or within 1.5m of a boundary with a reserve, walkway or other publicly owned space: i. the maximum height does not exceed 1.2m; or ii. for any fence over 1.2m in height: a. the maximum height does not exceed 1.8m; and b. at least 50% across the entire boundary is visually permeable (as measured by the total length of the front or road boundary and the height of the fence); and d. on all other property boundaries the maximum height does not exceed 1.8m; and e. for all fences where board or paling fences are used, structural railings do not face a road, walkway, reserve or other publicly-owned space.	Support with amendment	Fire and Emergency support REr.19I insofar as (a) requires fencing to not block access to any parking or manoeuvring space. It is important to Fire and Emergency that the erection of fences and walls will not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities. Fences and walls should be constructed in a way to ensure the signs and facilities are visible / accessible for Fire and Emergency. As such, Fire and Emergency seeks an amendment to provide for this.	Amend as follows: REr.19I Fences <i>A fence is a permitted activity provided that:</i> ... x. <u>it does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities.</u>
Comprehensive Area, Standard Area, and Residential – Lower Density Area only Rules				
	REr.22 Comprehensive Housing Development REr.22.1 Comprehensive Housing Development is permitted if it complies with all the permitted conditions in this Rule Table.	Oppose	Fire and Emergency consider the permitted conditions within this Rule Table do not ensure Comprehensive Housing Developments will be appropriately provided with emergency service access and firefighting water supply. The Assessment Criteria for activities falling under REr.22 should also be updated to include reference to these matters.	Amend REr.22 to ensure that all Comprehensive Housing Development, regardless of activity status, is provided with: • a firefighting water supply (and access to that supply) in

ID	Provision	Support / oppose	Submission	Requested amendment
	REr.22.3 Comprehensive Housing Developments which do not comply with the permitted standards of REr.23 - Minimum site area or REr.24 - Site coverage, will be considered as a restricted discretionary activity if: a. the development is located entirely within the Residential Zone – Comprehensive Area, and b. rules i. REr.25 - Front Yards, ii. REr.26 - Other Yards, iii. REr.35 - Daylight Admission, and iv. REr.36 - Decks, Terraces, Verandahs and Balconies are complied with other than on boundaries internal to the development. Discretion is restricted to the following matters in Appendix 22 - Comprehensive Housing Development. i. on site amenity, and ii. off site amenity, and iii. access, parking and services. Resource consent applications for restricted discretionary activities under this rule will be considered without notification, and without service of notice. Discretionary Activity Comprehensive Housing Development which: a. is not located entirely within the Residential Zone – Comprehensive Area; or b. contravenes a permitted condition other than those contraventions specified for a restricted discretionary activity, are discretionary activities, except within the Airport Effects Overlay or Port Effects Control Overlay.			accordance with the New Zealand Fire Service Water Supplies Code of Practice. • provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	REr.63 Service Overlay Building (this rule does not apply in the General Residential Zone, Medium Density Residential Zone or High Density Residential Zone). REr.63.1 a. Erection or extension of buildings in the Services Overlay is permitted if it is located in the General Residential Zone, Medium Density Residential Zone or High Density Residential Zone, or: b. it is not located in the path of any future road:	Oppose	AD11.3.3 of the NRMP acknowledges that the Services Overlay identifies areas which contain servicing constraints for new development in relation to both three waters and roading. REr.63.1 currently provides for the erection of new buildings in the Services Overlay and within one of the listed Residential Zones. This does not however require applicants to demonstrate that new buildings can be appropriately provided with emergency service access and firefighting water supply. Fire and Emergency are therefore opposed to these provisions in the absence of any requirement to demonstrate that appropriate access and servicing can be achieved.	Amend REr.63.1 as follows: <i>Erection or extension of buildings in the Services Overlay is permitted if it is located in the General Residential Zone, Medium Density Residential Zone or High Density Residential Zone, ~~or~~ and:</i> a) <i>it is not located in the path of any future road:</i>

ID	Provision	Support / oppose	Submission	Requested amendment
	i. shown as an Indicative Road on any Structure Plan in the Plan, or ii. shown as Proposed Road on the Roding Hierarchy Maps A2.1 and A2.2 in Volume 4 of the Plan, or iii. shown as Proposed Road on any Planning Maps in Volume 4 of the Plan. c. Existing Council water, stormwater and wastewater connections are available to the site and have capacity to serve the building and associated development, and d. The building and associated development is connected through piped gravity outfalls to the Council wastewater and stormwater system, and supplied with water through a gravity system from a Council water supply. RER.63.3 Erection or extension of buildings that contravene a permitted condition and propose to connect to public reticulated services are restricted discretionary. Discretion is restricted to: i. whether there is adequate capacity and availability in the Council water supply, stormwater and wastewater system to cope with the demands of development of the site(s), and ii. whether all connections to Council services (excluding roading) are to gravity systems, and iii. in the absence of i. or ii. above, the ability of private infrastructure to ensure ongoing effectiveness, including the maintenance and monitoring of such systems, and iv. the location of the building ensures it does not impede the route or construction of any future road or utility services.			 b) Existing Council water <u>(including firefighting water supply)</u>, stormwater and wastewater connections are available to the site and have capacity to serve the building and associated development, and c) d) <u>emergency service access to the building can be achieved.</u>
	RER.63.4 Assessment criteria a. the matters in the Nelson Tasman Land Development Manual 2020. b. whether the location of the building or development impedes the route and construction of any future road or utility services required to service the site or surrounding sites that have potential for residential development. c. whether road access and reticulated services are able to be provided to the site and any surrounding site with potential for residential development from any other practical route. d. whether the building can provide for on site servicing for the building in accordance with FWR.12, FWR.14, FWR.25 and FWR.29.	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city and across all activity types, including permitted activities. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: <i>RER.63.4 Assessment criteria</i> ... f. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> g. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently.</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	e. the timing of the strategic planning programme for servicing sites within the district over the next 10 years.			
Chapter 8 Inner City Zone				
Rules				
	ICr.37D Residential activity ICr.37D.1 A residential activity is a permitted activity provided that: a) it is located above the ground floor of any building; and b) habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and c) stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes. ICr.37D.3 Activities that contravene a permitted condition are discretionary.	Oppose	Fire and Emergency note that while a connection to a water supply may be able to be achieved for activities falling under this rule, this does not necessarily mean that there is capacity available within the network and that this also provides for firefighting purposes. Capacity availability of the water supply should therefore be required as a permitted activity standard, along with emergency service access.	Amend as follows: <i>ICr.37D.1</i> <i>A residential activity is a permitted activity provided that:</i> a. <i>it is located above the ground floor of any building; and</i> b. <i>habitable buildings used for the activity must be connected to a community water supply</i> <i>(sufficient to also provide for firefighting purposes) and the wastewater network; and</i> c. <i>stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.</i> d. <i>the building can be accessed by emergency service vehicles.</i>
	ICr.37D.4 Assessment criteria a. the extent to which residential activity can occur on the ground floor without affecting the pedestrian circulation and interest along the main roads in the City Centre and City Fringe. b. the nature of any neighbouring activity, including in the case of any activity involving hazardous substances, any risk to human health posed by that substance. c. the extent to which the design provides privacy for residents. d. mitigation measures to address risk from any flood hazard. e. the extent to which the ground floor is preserved for commercial uses.	Support with amendment	It is important that the provision of emergency service access and firefighting water supply is considered consistently across all zones within Nelson city and across all activity types, including permitted activities. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: <i>ICr.37D.4 Assessment criteria</i> ... f. <i>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</i> g. <i>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</i>
	ICr.81 Subdivision – General	Oppose	Fire and Emergency consider the matters of control associated with ICr.81.2 do not provide NCC with the scope to consider whether the subdivision design has	Amend ICr.81.2 to ensure that all new allotments managed by this rule are provided with:

ID	Provision	Support / oppose	Submission	Requested amendment
	Except for subdivision located in any Flood Area, Liquefaction, Slope Instability Area 2, Slope Instability Area 3, Debris Run-out and Heritage overlays or Heritage Precinct ICr.81.2 Any subdivision not located in any Flood Area, Liquefaction, Slope Instability Area 2, Slope Instability Area 3, Debris Run-out and Heritage overlays or Heritage Precinct is controlled, if: - it complies in all respects with all the relevant standards in Appendix 10, Appendix 11 and Appendix 12, and - it complies with the mandatory matters in the Nelson Tasman Land Development Manual 2020, and - esplanade reserves or strips as indicated in the Riparian Overlay of the dimensions set out in Table 6.2 - Riparian or coastal areas with priority values of Appendix 6, are created and vested in the Council, and - the minimum finished ground level for any land allotment (excluding water bodies) is 15.35m NCC Datum, except in the Inundation Overlay, and - the minimum finished ground level is greater than the crown level of the road to which the piped stormwater from the allotment is drained, except in the Inundation Overlay, and - every allotment is of a regular shape that will maximise the range and efficiency of potential uses of the land, and - any existing buildings comply with the conditions for permitted activities, or a resource consent. Control reserved over: 		appropriately considered emergency service access and firefighting water supply.	- a firefighting water supply (and access to that supply) in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	ICr.81.3 Any subdivision not located in the Heritage Overlay or Heritage Precinct that contravenes a controlled standard is discretionary if it is for the purposes of a network utility. Any other subdivision that contravenes a controlled standard is discretionary if: - every allotment (other than an access lot) complies with mandatory matters relating to storm water and sewerage in Chapters 5 & 6 of the Nelson Tasman Land Development Manual 2020, and - every allotment (other than an access lot) is connected through gravity fed pipes to the Council water supply system. ICr.81.4 Assessment criteria	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: <i>ICr.81.4 Assessment criteria</i> ... <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	a. the matters in the Nelson Tasman Land Development Manual 2020, and b. the extent of compliance with Appendix 10, Appendix 11, Appendix 12, and c. the extent of compliance with any plan provisions relating to streams, drains leading to streams, and any other waterbodies on the land to be subdivided. d. effects on all modes of transport (including pedestrians, cycles, active transport, micro mobility, and motor vehicles), pedestrian, cycle, active transport, micro mobility and road networks, access, parking (including cycle, active transport, micro mobility, motor vehicle and accessibility parking), stormwater management, water supply, sewage reticulation, and power and telecommunication services. e.			
Chapter 9 Suburban Commercial Zone				
Suburban Commercial Zone Rules				
	SCr.20A Residential activity SCr.20A.1 A residential activity is a permitted activity provided that: a. it is located above the ground floor of any building; and b. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and c. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.	Neutral	Fire and Emergency note that while a connection to a water supply may be able to be achieved for activities falling under this rule, this does not necessarily mean that there is capacity available within the network and that this also provides for firefighting purposes. Capacity availability of the water supply should therefore be required as a permitted activity standard, along with emergency service access.	Amend as follows: <i>SCr.20A.1</i> <i>A residential activity is a permitted activity provided that:</i> <i>a. it is located above the ground floor of any building; and</i> <i>b. habitable buildings used for the activity must be connected to a community water supply <u>(sufficient to also provide for firefighting purposes)</u> and the wastewater network; and</i> <i>c. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.</i> <i>d. <u>the building can be accessed by emergency service vehicles.</u></i>

ID	Provision	Support / oppose	Submission	Requested amendment
	SCr.20A.3 Activities that contravene a permitted condition are discretionary. SCr.20A.4 Assessment criteria - the extent to which residential activity can occur on the ground floor without affecting the pedestrian circulation and interest along the road. - the nature of any neighboring activity, including in the case of any activity involving hazardous substances, any risk to human health posed by that substance. - the extent to which the design provides privacy for residents. activity can provide privacy. - mitigation measures to address risk from any flood or inundation hazards. - the extent to which the ground floor is preserved for commercial uses.	Support with amendment	It is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: <i>REr.63.4 Assessment criteria</i> ... <i>f. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u></i> <i>g. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u></i>
	SCr.71 Subdivision – General SCr.71.2 Any subdivision not located in the Heritage Overlay or Heritage Precinct, Slope Instability Area 1 Overlay, Slope Instability Area 2 Overlay, Slope Instability Area 3 Overlay, Debris Run-out Overlay, Liquefaction Overlay or any Flood Area is controlled, if: - it complies in all aspects with the relevant standards in Appendix 10, Appendix 11 and Appendix 12. - it complies with the mandatory matters in the Nelson Tasman Land Development Manual 2020, and - esplanade reserves or strips as indicated in the Riparian Overlay, of the dimensions set out in Table 6.2 of Appendix 6, are created and vested in the Council, and - the minimum finished ground level for any land allotment (excluding water bodies) is 15.35m NCC Datum, except in the Inundation Overlay, and - the minimum finished ground level is greater than the crown level of the road to which the piped stormwater from the allotment is drained, and 	Oppose	Fire and Emergency consider the matters of control associated with SCr.71.2 do not provide NCC with the scope to consider whether the subdivision design has appropriately considered emergency service access and firefighting water supply.	Amend SCr.71.2 to ensure that all new allotments managed by this rule are provided with: - a firefighting water supply (and access to that supply) in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	SCr.71.4 the matters in the Nelson Tasman Land Development Manual 2020.	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: SCr.71.4 Assessment criteria ...

ID	Provision	Support / oppose	Submission	Requested amendment
	b. the extent of compliance with any plan provisions relating to streams, drains leading to streams, and any other waterbodies on the land to be subdivided, and c. the extent of compliance with Appendix 10, Appendix 11 and Appendix 12, and d. effects on all modes of transport (including micromobility, and motor vehicles), road networks, access, parking (including cycle, motor vehicle and accessibility parking), stormwater management, water supply, sewage reticulation, and power and telecommunication services. e. the extent to which the land is subject to natural hazards, or included in inundation, floodpaths, fault areas and slope risk overlays, and whether any risks can be remedied or mitigated. f. the pattern of subdivision and how it relates to the desired environmental outcomes, amenity values for the locality, and efficient use of infrastructure. 			x. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> x. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>
Chapter 10 Industrial Zone				
Industrial Zone Rules				
	INr.73 Subdivision – General INr.73.2 Any subdivision not located in the Services or Heritage overlays, Liquefaction Overlay or any Flood Area, is controlled, if: a. it complies in all respects with all the relevant standards in Appendix 10, Appendix 11 and Appendix 12, and b. it complies with the mandatory matters in the Nelson Tasman Land Development Manual 2020, and c. esplanade reserves or strips as indicated in the Riparian Overlay of the dimensions set out in Table 6.2 of Appendix 6, are created and vested in the Council, and d.	Oppose	Fire and Emergency consider the matters of control associated with INr.73.2 do not provide NCC with the scope to consider whether the subdivision design has appropriately considered emergency service access and firefighting water supply.	Amend INr.73.2 to ensure that all new allotments managed by this rule are provided with: - a firefighting water supply (and access to that supply) in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	INr.73.3 Any subdivision not located in the Services or Heritage overlays, Liquefaction Overlay or Flood Area that contravenes a controlled standard is discretionary if it is for the purposes of a network utility. Any other subdivision that contravenes a controlled standard is discretionary if it complies in all respects with all the mandatory matters relating	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: <i>INr.73.4 Assessment criteria</i> ... x. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	to stormwater and wastewater in Chapters.5 & 6 of the Nelson Tasman Land Development Manual 2020. INr.73.4 Assessment Criteria a. the matters in the Nelson Tasman Land Development Manual 2020. b. the extent of compliance with Appendix 10, Appendix 11, Appendix 12. c. the extent of compliance with plan provisions relating to streams, drains leading to streams, and any other waterbodies on the land to be subdivided. d. effects on traffic, road network, access, parking, stormwater management, water supply, sewage reticulation, and power and telecommunication services. e.			<u>New Zealand Fire Service Water Supplies Code of Practice.</u> x. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>
Volume 3 Appendices				
Appendix 11 Access standards				
	AP11.3 design of vehicle access Any access must comply with the relevant design and construction standards specified in Chapter 4, Section 4.10 Private Access and Crossings of the Nelson Tasman Land Development Manual 2020, except in the Residential, Inner City and Suburban Commercial Zones, a shared private vehicle access for between 7- 20 residential units is permitted provided the private vehicle access complies with the formation standards specified for a residential lane in Table 4-7 of the Nelson Tasman Land Development Manual 2020, with the exception that the Residential Lane does not need to be vested with Council as a public road. In the Residential, Inner City and Suburban Commercial Zones, a shared private vehicle access for 20 or more residential units is a Restricted Discretionary Activity. Discretion is restricted to: a. The extent to which the safety of pedestrians and active transport users, both on and off the site will be affected. b. The extent to which the proposal: - Integrates with and minimises adverse effects on the safe and efficient functioning of the transport network and infrastructure. - Minimises conflicts between users both within the site and any adjoining transport corridor. - Encourages easy and safe access and circulation for those not arriving by vehicle.	Oppose	Fire and Emergency support the inclusion of a matter of discretion which enables NCC to consider whether the design provides for the operational requirements of fire appliances. It is important however that the design and construction standards of the Nelson Tasman Land Development Manual 2020 align with the requirements of <i>Designers' guide to firefighting operations Emergency vehicle access F5-02 GD</i> which are required to facilitate efficient and effective emergency service vehicle access. This will ensure that the objectives and policies relating to safe and efficient access to sites are provided for through the rule framework that requires appropriate design of vehicle accesses and crossings. Fire and Emergency note that Table 4-13 of the Nelson Tasman Land Development Manual 2020 sets out the minimum requirements for accesses with a minimum carriageway width of 2.75m permitted within the Residential Zone. By way of background, for fire appliances to access an emergency, adequate accessway width, height and gradient is necessary. A 95th percentile pumping appliance has a width of 2.5m, a height of 3.55m and a length of 8.72m. Vehicular roading and access widths, surface and gradients should support the operational requirements of Fire and Emergency appliances. These requirements are set out as follows: - The minimum roading and carriageway widths should not be less than 4m. This width is required for firefighters to efficiently work around the fire appliance to access hoses and pumps. - A clear vehicle crossing of no less than 3.5m wide should be provided as site entrances, internal entrances and between buildings.	Amend the minimum formation width for private accessways / crossings to 4m. Or alternatively, apply a maximum accessway length for undersized accessways/crossings and where there is an exceedance, require a 4m formation width or the provision of a suitable hardstand.

ID	Provision	Support / oppose	Submission	Requested amendment
	iv. Provides convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel relative to the scale of the proposal. v. Provides for the accessibility needs of all users of the site. vi. Provides for integration with neighbouring activities to reduce the need for separate traffic movements on the transport network. vii. Provides for the operational requirements of the proposal such as waste collection, public transport, fire appliances, and loading (relative to the scale of the proposal). c. The extent to which the proposal and the traffic generated by the proposal requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects. d. The recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application. e. Issues and outcomes arising from consultation with the relevant road controlling authorities. f. The extent to which the proposal incorporates travel demand management and is well-located to be served by passenger transport, or encourages other active modes of travel such as walking or cycling.		• A height clearance at vehicle crossings and along carriageways should not be less than 4m. • The maximum negotiable gradient is 1:5, but in general the roading gradient should not exceed 16%. Carriageways should be wide enough to allow fire and emergency vehicles to get through them easily and to allow Fire and Emergency to carry out emergency operations. This means that when the fire appliance vehicle is parked, Fire and Emergency personnel can easily open and exit the doors, access equipment from its compartments and safely connect the hose to the pump. To accommodate a Fire and Emergency vehicle, carriageways should have a minimum width of 4m which excludes parking bays as parked cars on a narrow road or private way will obstruct Fire and Emergency from moving along the carriageway. This can be reduced to a minimum width of 3.5m at site entrances (vehicle crossings), provided tight turns are not required. Refer to <i>Emergency Vehicle Access F5-02 GD</i>. Fire and Emergency request that the formation width for private accessways and crossings serving be increased to 4m to meet the emergency service access requirements. Alternatively, the formation width can be reduced to 3.5m if the shared private accessway length is no more than 50m from a public road which will allow for sufficient hose run in a fire emergency. Where driveways exceed 50m in length, a width of 4m will be required or alternatively the requirement to provide an appropriate hardstand designed to meet the minimum hardstand requirements to facilitate an emergency service vehicle in the event of a fire or other emergency. These minimum requirements are set out in <i>Designers' guide to firefighting operations Emergency vehicle access F5-02 GD</i>.	
	AP11.3A design of micromobility access In the Residential, Inner City and Suburban Commercial Zones, where vehicle access to a site or residential unit is not provided, a micromobility access shall be provided from a road carriageway to the front door of each residential unit, or to the single front door and lobby of an apartment building. The micromobility access shall: a. have a 1.8m minimum sealed width; and b. provide passing bays where the access serves two or more residential units and is more than 50m in length: ii. passing bays shall increase the formed width of the access to 2.5m over a 3.5m length (to allow users to safely pass each other); and iii. the maximum interval between passing bays shall not exceed 50m; and c. not exceed the maximum gradient specified in table 11.3A.1; and	Support with amendment	Fire and Emergency support the inclusion of the following within the design standard for micromobility access: • The provision of passing bays for accessways that exceed 50m in length • Management of the maximum gradient permitted • Requirement for accessways to be illuminated during hours of darkness and incorporate CPTED principles • Requirement for surface treatments which are firm, stable and slip resistant in any weather condition It is vital that where developments are only provided with micromobility access, the effective and efficient access and manoeuvring of crew and equipment for firefighting, medical, rescue and other emergency response is considered. Fire and Emergency would prefer a 4m width, however it recognises the practical realities of providing this. As such, Fire and Emergency request: • A 3m clear width and a centred 1.8m wide formed accessway • The 3m width is kept clear of gates, fences, wheely bins and other permanent obstructions.	Amend as follows: AP11.3A design of micromobility access <i>In the Residential, Inner City and Suburban Commercial Zones, where vehicle access to a site or residential unit is not provided, a micromobility access shall be provided from a road carriageway to the front door of each residential unit, or to the single front door and lobby of an apartment building. The micromobility access shall:</i> i. have a 3m width clear of obstructions and a centred 1.8m minimum sealed width; and j. provide passing bays where the access serves two or more

ID	Provision	Support / oppose	Submission	Requested amendment
	d. be illuminated during the hours of darkness and incorporate CPTED principles; and e. have a surface treatment which is firm, stable and slip resistant in any weather conditions; and f. be unobstructed for its full length up to a height of 2.4m; and g. where the micromobility access includes steps, provide a step-free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities; and h. where the micromobility access adjoins a building, a minimum 1m setback from the building shall be provided for landscaping to provide physical buffer between the micromobility access and buildings for opening windows and to contribute to privacy and amenity. The landscape setback shall be free of any buildings, servicing facilities (including waste bins), parking or manoeuvring areas.		- Landscaping either side of the 1.8m formed accessway should not exceed 1.5m in height and must be trimmed to maintain the clear 1.8m pathway at all times. - An unobstructed height of up to 4m These provisions will help to ensure emergency personnel and their equipment can safely and efficiently access a site in the case of an emergency, while simultaneously ensuring that residents are safely able to escape.	<i>residential units and is more than 50m in length:</i> <i>ii. passing bays shall increase the formed width of the access to 2.5m over a 3.5m length (to allow users to safely pass each other); and</i> <i>iii. the maximum interval between passing bays shall not exceed 50m; and</i> <i>k. not exceed the maximum gradient specified in table 11.3A.1; and</i> <i>l. be illuminated during the hours of darkness and incorporate CPTED principles; and</i> <i>m. have a surface treatment which is firm, stable and slip resistant in any weather conditions; and</i> <i>n. be unobstructed for its full length up to a height of 2.4m; and</i> <i>o. where the micromobility access includes steps, provide a step-free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities; and</i> ~~<i>p. where the micromobility access adjoins a building, a minimum 1m setback from the building shall be provided for landscaping to provide physical buffer between the micromobility access and buildings for opening windows and to contribute to privacy and amenity. The landscape setback shall be free of any buildings, servicing facilities (including waste bins), parking or manoeuvring areas.</i>~~ <u><i>p. Landscaping either side of the 1.8m formed accessway should not exceed 1.5m in height and must be trimmed to maintain the clear 1.8m pathway at all times.</i></u>

ID	Provision	Support / oppose	Submission	Requested amendment
	AP11.7.5 Micromobility access Where vehicle access to a site or residential unit is not provided, pedestrians and micromobility users access needs to be provided. The design of this access should: • Provide for people of all abilities • Incorporate CPTED design principals to ensure the safety of all users • Enable wayfinding and dwelling identification • Provide for privacy and amenity.	Support with amendment	Fire and Emergency support AP11.7.5 insofar as it requires development to achieve suitable access for residential units from the street where vehicle access is not provided. However, Fire and Emergency consider it important that emergency service access it sufficiently considered where developments are only accessible to pedestrians.	Amend as follows: AP11.7.5 Micromobility access <i>Where vehicle access to a site or residential unit is not provided, pedestrians and micromobility users access needs to be provided. The design of this access should:</i> • <i>Provide for people of all abilities</i> • <i>Incorporate CPTED design principals to ensure the safety of all users</i> • <i>Enable wayfinding and dwelling identification</i> • <i>Provide for privacy and amenity.</i> • <u><i>Enable emergency services to access the site in an emergency.</i></u>

Appendix A

The following table sets out the specific position and any amendments sought by Fire and Emergency. Where specific amendments to provisions of the Nelson Resource Management Plan are sought, these amendments are shown as red underline (for new text sought) and word (for deletion).

ID	Provision	Support / oppose	Submission	Requested amendment
Chapter 3				
1	AD8.3 Information to be included with subdivision applications Applications for subdivision consents must include the information required for other resource consents, set out above (where relevant), and the following additional material: ... e. Provision for safe vehicular access ... o. Existing and proposed services such as storm water, sewerage, water supply, electricity and telephone, to be indicated on the subdivision plan. ... q. Location and areas of land to be set aside as roads and access and width and grade of any road and access. ... t. The standards of the legal roads providing legal fronting and access. ... y. A statement on fire safety requirements in regard to proposed party walls and buildings on boundaries. ...	Support with amendment	Fire and Emergency support AD8.3 on the basis of the following: - AD8.3(e): Provision of safe vehicular access is paramount for emergency services to safely and efficiently access sites in the event of emergencies. - AD8.3(o): The ability for existing or proposed infrastructure to provide an efficient water supply, including for firefighting purposes, is vital for fire risk reduction and emergency service response. Fire and Emergency recommend amending this point to reflect the importance of subdivisions only being enabled where the infrastructure is capable of providing pressures and flows suitable for firefighting water supply requirements. - AD8.3(q) and (t): Subdivision design should provide for roads and access which do not hinder Fire and Emergency's ability to travel through the roading network and access new allotments. - AD8.3(y): A statement of fire safety requirements within subdivision applications promotes consideration of important fire safety matters early in the design stage.	Amend as follows: AD8.3 Information to be included with subdivision applications Applications for subdivision consents must include the information required for other resource consents, set out above (where relevant), and the following additional material: ... o. Existing and proposed services such as storm water, sewerage, water supply <u>(including for firefighting purposes)</u>, electricity and telephone, to be indicated on the subdivision plan. ...
Chapter 5				
DO2 Natural hazards				
	Objective and policy framework	Support	Fire and Emergency broadly supports the objectives and policies of the DO2 Natural Hazards chapter, insofar as they seek to reduce the risk and impact of natural hazards.	Retain as drafted.
DO10 Land transport				
	DO10.1.5 access to sites Every site should have an access that provides safe entry and exit for pedestrians, micromobility users or vehicles from the site to a road, without	Support in part	Fire and Emergency support DO10.1.5 to the extent that the objective recognises the need to provide safe access to every site without compromising the safety or efficiency of the road network. It is important every site has sufficient access for emergency services, as discussed in Section 1.3 above.	Amend as follows: DO10.1.5 access to sites

ID	Provision	Support / oppose	Submission	Requested amendment
	compromising the safety or efficiency of the road network, the safety of different types of road users or the streetscape values.		Fire and Emergency consider that the outcome of DO10.1.5 is unclear and greater focus should be given to the efficiency of access within sites, whether that be pedestrian only access or vehicle access.	<i>Every site should have an access that provides safe and efficient entry and exit for pedestrians, micromobility users and/or vehicles from the site to a road, without compromising the safety or efficiency of the road network, the safety of different types of road users or the streetscape values.</i>
DO14 Subdivision and Development				
	DO14.3 services In all zones provide for the provision of services to subdivided lots and developments in anticipation of the likely effects and needs of the future land use activities on those lots within the developments; and in all zones other than the General Residential Zone, Medium Density Residential Zone and High Density Residential Zone also provide for the development potential of other land in the Services Overlay.	Support	Fire and Emergency support DO14.3 on the basis that the definition of services includes water supply and roading infrastructure that is critical for effective and efficient emergency response.	Retain as drafted.
	DO14.3.1 roading a. The integration of subdivision roads with the existing and future road network in an efficient manner, which reflects the function of the road and the safe and well-integrated management of vehicles, cyclists, micromobility users and pedestrians, and b. Safe and efficient pedestrian or vehicle access to all lots created by subdivision and to all developments, and c. Roading connections as shown on Structure Plans and/or as described in Schedules in the NRMP, and d. Avoidance or mitigation of any adverse visual and physical effects of roads on the environment, and e. Public to private space relationships and roading design that represents a high quality urban streetscape, and f. The road network requirements to support the access and connectivity of future developments on other land in the Services Overlay (other than in the General Residential Zone, Medium Density Residential Zone and High Density Residential Zone, where the Services Overlay does not apply). g. The road network required to service the subdivision or development in accordance with a. to e. above shall be funded and constructed by the consent holder and vested in Council as part of the development. Provision of the necessary road network in f. shall be funded by the Council, if the project is provided for in the LTP. In this case, the relevant works have to be constructed prior to the section 224(c) certificate being sought for the development. In all other cases it is expected that the	Support	Fire and Emergency support DO14.3.1 on the basis that the objective includes specific consideration of the effects of development / subdivision on the safe and efficient operation of the road network, which is beneficial for the movement of emergency service vehicles around the district.	Retain as drafted.

ID	Provision	Support / oppose	Submission	Requested amendment
	necessary roading shall be funded by the consent holder (with costs shared between benefiting landowners, where relevant).			
	DO14.4 network utilities Efficient use of network utilities infrastructure while avoiding, remedying, or mitigating the adverse effects of utilities on their surrounding environments, and ensuring that regionally significant infrastructure is not restricted or compromised by subdivision, use and development of other activities.	Support	Fire and Emergency support DO14.4 insofar as the objective seeks to avoid, remedy, or mitigate the effects of subdivision / development on infrastructure.	Retain as drafted.
Chapter 7 Residential				
	RE1.1 Densities A choice of building densities should be provided within the city, taking into account people's preferences, the existing and planned built character of the Area (as outlined in the policies below), topography, townscape, the capacity of infrastructure, and the constraints of the land resource.	Support	Fire and Emergency support RE1.1 insofar as it promotes the provision of a variety of building densities (such as higher densities) providing the existing / planned capacity of the infrastructure has been taken into account.	Retain as drafted.
	RE2.8 community benefit It is recognised: that certain non-residential activities need to locate in the Residential Zone, that some existing non-residential activities may need to be explicitly provided for in the zone, and that some non-residential activities may enhance the amenity and sense of community of residential areas and will support the social and economic well-being of the local community.	Support	Fire and Emergency support RE2.8 as it recognises that non-residential activities, such as emergency service facilities, may need to locate in the residential zones for the benefit of the community. Furthermore, REr.8.j specifically references that emergency service facilities may increase the amenity and service to the community.	Retain as drafted.
General Residential Zone Rules				
	REr.17A Residential activity REr.17A.1 A residential activity is a permitted activity provided that: a. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and b. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes. REr.17A.3 Activities that contravene REr.17A.1.a are non-complying . REr.17A.4 Activities that contravene REr.17A.1.b are discretionary .	Neutral – clarification sought	Fire and Emergency note that while a connection may be able to be achieved, this does not necessarily mean that there is capacity available within the network. Regardless of activity status, there should be a requirement for applicants to demonstrate that all habitable buildings can be connected to a water supply which is also suitable for firefighting purposes whether reticulated or non-reticulated. Sufficient capacity availability should therefore be considered as a permitted activity standard. Clarification is required as to when Assessment Criteria REr.17A.5 would apply.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.

ID	Provision	Support / oppose	Submission	Requested amendment
	REr.17B Residential units REr.17B.1 Development of up to three residential units on a site is a permitted activity, provided that the development complies with all the permitted conditions in this Rule Table. REr.17B.3 Development of four or more residential units on a site is a restricted discretionary activity provided: 	Neutral – clarification sought	Fire and Emergency support REr.17B providing the assessment criteria listed in REr.17B.4 is applicable to all activity types under this rule. If the assessment criteria is not applicable to all activity types, there is a risk that when developing up to three residential units on a site, emergency service access and firefighting water supply matters will not be appropriately provided for.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.
	REr.17B.4 a. Regard is to be had to Appendix 14 - Residential Subdivision Design and Information Requirements, and the following matters: b. safety and attractiveness of the street: i. whether c. quality on-site living environments: i. whether d. neighbouring sites: i. without limiting the ability to achieve the planned built character for the zone, whether: a. the development.... e. parking, access and servicing: i. whether safe and direct pedestrian/ micromobility access that is easily identifiable is provided from the street to residential units on the site. ii. whether a good level of connectivity is provided within the site to the existing transport network and to local services and facilities. iii. whether vehicle access, cycle parking and carparking areas are designed as low speed environments that prioritise pedestrian movement. iv. whether storage areas for rubbish are sufficiently sized, conveniently located and appropriately screened and can be safely serviced by appropriate collection vehicles (if on-site collection is proposed). v. whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.	Support	Fire and Emergency strongly support the inclusion of the following matters within the assessment criteria: - whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently However, it is unclear when the assessment criteria is applied and clarification regarding this is required.	Further clarification needed as to the application of these assessment criteria to each activity type under rule REr.17B.

ID	Provision	Support / oppose	Submission	Requested amendment
	vi. whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently. f. safe operation of the transport network: i. see Appendix 10 and Appendix 11.			
	REr.171 Fences REr.171.1 A fence is a permitted activity provided that: a. it does not block access to any parking or manoeuvring space provided in accordance with Appendix 10 - Parking and loading or Appendix 11 - Access; and b. it complies with REr.17G - Corner sites; and c. where located in a front yard or on any boundary with a road, or within 1.5m of a boundary with a reserve, walkway or other publicly owned space: i. the maximum height does not exceed 1.2m; or ii. for any fence over 1.2m in height: a. the maximum height does not exceed 1.8m; and b. at least 50% across the entire boundary is visually permeable (as measured by the total length of the front or road boundary and the height of the fence); and d. on all other property boundaries the maximum height does not exceed 1.8m; and e. for all fences where board or paling fences are used, structural railings do not face a road, walkway, reserve or other publicly-owned space.	Support with amendment	Fire and Emergency support REr.171 insofar as (a) requires fencing to not block access to any parking or manoeuvring space. It is important to Fire and Emergency that the erection of fences and walls will not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities. Fences and walls should be constructed in a way to ensure the signs and facilities are visible / accessible for Fire and Emergency. As such, Fire and Emergency seeks an amendment to provide for this.	Amend as follows: REr.171 Fences REr.171.1 A fence is a permitted activity provided that: ... x. <u>it does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities.</u>
Medium Density Residential Zone only				
	REr.18A Residential activity REr.18A.1 A residential activity is a permitted activity provided that: a. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and b. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.	Neutral – clarification sought	Fire and Emergency note that while a connection may be able to be achieved, this does not necessarily mean that there is capacity available within the network. Regardless of activity status, there should be a requirement for applicants to demonstrate that all habitable buildings can be connected to a water supply which is also suitable for firefighting purposes whether reticulated or non-reticulated. Sufficient capacity availability should therefore be considered as a permitted activity standard. Clarification is required as to when Assessment Criteria REr.18B.4 would apply.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.

ID	Provision	Support / oppose	Submission	Requested amendment
	RER.18B Residential units RER.18B.1 Development of up to three residential units on a site is a permitted activity, provided that the development complies with all the permitted conditions in this Rule Table. RER.18B.3 Development of four or more residential units on a site is a restricted discretionary activity provided: a. for applications including 10 or more residential units, at least 10% of residential units on a site shall be designed to provide convenient wheelchair access including: i. access from a street to an entry door (which may be a front, back or side door) using gradients no greater than 1:20 and has a level (stepless) transition from inside to outside; and ii. doorways that have at least 810mm clear width (when the door is open) to fit a wheelchair; and iii. at least one bedroom and accessible bathroom be located at ground level and on the same level as the kitchen and living room. b. where the assessment of the number of accessible units results in a fractional number, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one residential unit. Discretion is restricted to: i. effects of the building design and development layout on: a. the safety and attractiveness of the street; and b. the quality of on-site living environments; and c. adjoining sites, with respect to visual dominance, daylight and sunlight, while not limiting the ability to achieve the planned built character of the zone; and d. the ability to provide efficient parking, access and servicing on the site that supports high quality living environments; and e. effects on the safe and efficient operation of the transport network.	Neutral – clarification sought	Fire and Emergency support RER.18B providing the assessment criteria listed in RER.18B.4 is applicable to all activity types under this rule. If the assessment criteria is not applied to all activity types under RER.18B, there is a risk that when developing up to three residential units on a site, emergency service access and firefighting water supply matters will not be appropriately provided for.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.
	RER.18B.4 Regard is to be had to Appendix 14 Residential Subdivision Design and Information Requirements, and the following matters:	Neutral – clarification sought	Fire and Emergency strongly support the inclusion of the following matters within the assessment criteria:	Further clarification needed as to the application of these assessment criteria to each activity type under rule RER.18B.

ID	Provision	Support / oppose	Submission	Requested amendment
	a. safety and attractiveness of the street i. whether... b. quality on-site living environments i. whether... c. neighbouring sites i. without limiting the ability to achieve the planned medium density built character for the zone, whether: a. the development is.... d. parking, access and servicing i. whether safe and direct pedestrian/ micromobility access that is easily identifiable is provided from the street to residential units on the site. ii. whether a good level of connectivity is provided within the site to the existing transport network and to local services and facilities. iii. whether vehicle access, cycle parking and carparking areas are designed as low speed environments that prioritise pedestrian movement. iv. whether storage areas for rubbish are sufficiently sized, conveniently located and appropriately screened and can be safely serviced by appropriate collection vehicles (if on-site collection is proposed). v. whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. vi. whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently. e. safe operation of the transport network i. See Appendix 10 and Appendix 11.		- whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently However, it is unclear when the assessment criteria is applied and clarification regarding this is required.	
	REr.181 Fences A fence is a permitted activity provided that: a. It does not block access to any parking or manoeuvring space provided in accordance with Appendix 10 - Parking and loading or Appendix 11 - Access; and b. it complies with REr.17G - Corner sites; and c. where located in a front yard or on any boundary with a road, or within 1.5m of a boundary with a reserve, walkway or other publicly owned space:	Support with amendment	Fire and Emergency support REr.181 insofar as (a) requires fencing to not block access to any parking or manoeuvring space. It is important to Fire and Emergency that the erection of fences and walls will not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities. Fences and walls should be constructed in a way to ensure the signs and facilities are visible / accessible for Fire and Emergency. As such, Fire and Emergency seeks an amendment to provide for this.	Amend as follows: REr.181 Fences A fence is a permitted activity provided that: ... x. <u>it does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	d. the maximum height does not exceed 1.2m; or e. for any fence over 1.2m in height: i. the maximum height does not exceed 1.8m; and ii. at least 50% across the entire boundary is visually permeable (as measured by the total length of the front or road boundary and the height of the fence); and f. on all other property boundaries the maximum height does not exceed 1.8m; and g. for all fences where board or paling fences are used, structural railings do not face a road, walkway, reserve or other publicly-owned space.			<u>valves, or other emergency response facilities.</u>
High Density Residential Zone Rules				
	REr.19A Residential activity A residential activity is a permitted activity provided that: a. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and b. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.	Neutral – clarification sought	Fire and Emergency note that while a connection may be able to be achieved, this does not necessarily mean that there is capacity available within the network. Regardless of activity status, there should be a requirement for applicants to demonstrate that all habitable buildings can be connected to a water supply which is also suitable for firefighting purposes whether reticulated or non-reticulated. Sufficient capacity availability should therefore be considered as a permitted activity standard. Clarification is required as to when Assessment Criteria REr.19B.4 would apply.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.
	REr.19B Residential units REr.19B.1 Development of up to three residential units on a site is a permitted activity, provided that the development complies with all the permitted conditions in this Rule Table. REr.19B.3 Development of four or more residential units on a site is a restricted discretionary activity provided: a. for applications including 10 or more residential units, at least 10% of residential units on a site shall be designed to provide convenient wheelchair access including: i. access from a street to an entry door (which may be a front, back or side door) using gradients no greater than 1:20 and has a level (stepless) transition from inside to outside; and ii. doorways that have at least 810mm clear width (when the door is open) to fit a wheelchair; and	Neutral – clarification sought	Fire and Emergency support REr.19B providing the assessment criteria listed in REr.19B.4 is applicable to all activity types under this rule. If the assessment criteria is not applied to all activity types under REr.19B, there is a risk that when developing up to three residential units on a site, emergency service access and firefighting water supply matters will not be appropriately provided for.	Further clarification needed as to the application of this rule and relevance of assessment criteria to each activity status.

ID	Provision	Support / oppose	Submission	Requested amendment
	iii. at least one bedroom and accessible bathroom be located at ground level and on the same level as the kitchen and living room. b. where the assessment of the number of accessible units results in a fractional number, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one residential unit. Discretion is restricted to: i. effects of the building design and development layout on: - the safety and attractiveness of the street; and - the quality of on-site living environments; and - adjoining sites, with respect to visual dominance, daylight and sunlight, while not limiting the ability to achieve the planned built character of the zone; and - the ability to provide efficient parking, access and servicing on the site that supports high quality living environments; and - effects on the safe and efficient operation of the transport network.			
	REr.19B.4 Assessment criteria Regard is to be had to Appendix 14 Residential Subdivision Design and Information Requirements, and the following matters: - safety and attractiveness of the street - whether... - quality on-site living environments - neighbouring sites - without limiting.... - parking, access and servicing - whether safe and direct pedestrian/ micromobility access that is easily identifiable is provided from the street to residential units on the site. - whether a good level of connectivity is provided within the site to the existing transport network and to local services and facilities. - whether vehicle access, cycle parking and carparking areas are designed as low speed environments that prioritise pedestrian movement.	Support	Fire and Emergency strongly support the inclusion of the following matters within the assessment criteria: - whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently However, it is unclear when the assessment criteria is applied and clarification regarding this is required.	Further clarification needed as to the application of these assessment criteria to each activity type under rule REr.19B.

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	iv. whether storage areas for rubbish are sufficiently sized, conveniently located and appropriately screened and can be safely serviced by appropriate collection vehicles (if on-site collection is proposed). v. whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice. vi. whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently. e. safe operation of the transport network i. See Appendix 10 and Appendix 11.			
	REr.19l Fences A fence is a permitted activity provided that: a. It does not block access to any parking or manoeuvring space provided in accordance with Appendix 10 - Parking and loading or Appendix 11 - Access; and b. it complies with REr.19G - Corner sites; and c. where located in a front yard or on any boundary with a road, or within 1.5m of a boundary with a reserve, walkway or other publicly owned space: i. the maximum height does not exceed 1.2m; or ii. for any fence over 1.2m in height: a. the maximum height does not exceed 1.8m; and b. at least 50% across the entire boundary is visually permeable (as measured by the total length of the front or road boundary and the height of the fence); and d. on all other property boundaries the maximum height does not exceed 1.8m; and e. for all fences where board or paling fences are uses, structural railings do not face a road, walkway, reserve or other publicly-owned space.	Support with amendment Fire and Emergency support REr.19l insofar as (a) requires fencing to not block access to any parking or manoeuvring space. It is important to Fire and Emergency that the erection of fences and walls will not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities. Fences and walls should be constructed in a way to ensure the signs and facilities are visible / accessible for Fire and Emergency. As such, Fire and Emergency seeks an amendment to provide for this.	Amend as follows: REr.19l Fences A fence is a permitted activity provided that: ... x. <u>it does not obscure emergency or safety signage or obstruct access to emergency panels, hydrants, shut off valves, or other emergency response facilities.</u>	
Comprehensive Area, Standard Area, and Residential – Lower Density Area only Rules				
	REr.22 Comprehensive Housing Development REr.22.1 Comprehensive Housing Development is permitted if it complies with all the permitted conditions in this Rule Table.	Oppose	Fire and Emergency consider the permitted conditions within this Rule Table do not ensure Comprehensive Housing Developments will be appropriately provided with emergency service access and firefighting water supply. The Assessment Criteria for activities falling under REr.22 should also be updated to include reference to these matters.	Amend REr.22 to ensure that all Comprehensive Housing Development, regardless of activity status, is provided with: a firefighting water supply (and access to that supply) in

ID	Provision	Support / oppose	Submission	Requested amendment
	REr.22.3 Comprehensive Housing Developments which do not comply with the permitted standards of REr.23 - Minimum site area or REr.24 - Site coverage, will be considered as a restricted discretionary activity if: a. the development is located entirely within the Residential Zone – Comprehensive Area, and b. rules i. REr.25 - Front Yards, ii. REr.26 - Other Yards, iii. REr.35 - Daylight Admission, and iv. REr.36 - Decks, Terraces, Verandahs and Balconies are complied with other than on boundaries internal to the development. Discretion is restricted to the following matters in Appendix 22 - Comprehensive Housing Development. i. on site amenity, and ii. off site amenity, and iii. access, parking and services. Resource consent applications for restricted discretionary activities under this rule will be considered without notification, and without service of notice. Discretionary Activity Comprehensive Housing Development which: a. is not located entirely within the Residential Zone – Comprehensive Area; or b. contravenes a permitted condition other than those contraventions specified for a restricted discretionary activity, are discretionary activities, except within the Airport Effects Overlay or Port Effects Control Overlay.			accordance with the New Zealand Fire Service Water Supplies Code of Practice. • provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	REr.63 Service Overlay Building (this rule does not apply in the General Residential Zone, Medium Density Residential Zone or High Density Residential Zone. REr.63.1 a. Erection or extension of buildings in the Services Overlay is permitted if it is located in the General Residential Zone, Medium Density Residential Zone or High Density Residential Zone, or: b. it is not located in the path of any future road:	Oppose	AD11.3.3 of the NRMP acknowledges that the Services Overlay identifies areas which contain servicing constraints for new development in relation to both three waters and roading. REr.63.1 currently provides for the erection of new buildings in the Services Overlay and within one of the listed Residential Zones. This does not however require applicants to demonstrate that new buildings can be appropriately provided with emergency service access and firefighting water supply. Fire and Emergency are therefore opposed to these provisions in the absence of any requirement to demonstrate that appropriate access and servicing can be achieved.	Amend REr.63.1 as follows: <i>Erection or extension of buildings in the Services Overlay is permitted if it is located in the General Residential Zone, Medium Density Residential Zone or High Density Residential Zone, or and:</i> a) <i>it is not located in the path of any future road:</i>

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	i. shown as an Indicative Road on any Structure Plan in the Plan, or ii. shown as Proposed Road on the Roading Hierarchy Maps A2.1 and A2.2 in Volume 4 of the Plan, or iii. shown as Proposed Road on any Planning Maps in Volume 4 of the Plan. c. Existing Council water, stormwater and wastewater connections are available to the site and have capacity to serve the building and associated development, and d. The building and associated development is connected through piped gravity outfalls to the Council wastewater and stormwater system, and supplied with water through a gravity system from a Council water supply. REr.63.3 Erection or extension of buildings that contravene a permitted condition and propose to connect to public reticulated services are restricted discretionary. Discretion is restricted to: i. whether there is adequate capacity and availability in the Council water supply, stormwater and wastewater system to cope with the demands of development of the site(s), and ii. whether all connections to Council services (excluding roading) are to gravity systems, and iii. in the absence of i. or ii. above, the ability of private infrastructure to ensure ongoing effectiveness, including the maintenance and monitoring of such systems, and iv. the location of the building ensures it does not impede the route or construction of any future road or utility services.			 b) Existing Council water <u>(including firefighting water supply)</u>, stormwater and wastewater connections are available to the site and have capacity to serve the building and associated development, and c) d) <u>emergency service access to the building can be achieved.</u>
	REr.63.4 Assessment criteria a. the matters in the Nelson Tasman Land Development Manual 2020. b. whether the location of the building or development impedes the route and construction of any future road or utility services required to service the site or surrounding sites that have potential for residential development. c. whether road access and reticulated services are able to be provided to the site and any surrounding site with potential for residential development from any other practical route. d. whether the building can provide for on site servicing for the building in accordance with FWR:12, FWR:14, FWR:25 and FWR:29.	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city and across all activity types, including permitted activities. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: REr.63.4 Assessment criteria ... f. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> g. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently.</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	e. the timing of the strategic planning programme for servicing sites within the district over the next 10 years.			
Chapter 8 Inner City Zone				
Rules				
	ICr.37D Residential activity ICr.37D.1 A residential activity is a permitted activity provided that: a) it is located above the ground floor of any building; and b) habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and c) stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes. ICr.37D.3 Activities that contravene a permitted condition are discretionary.	Oppose	Fire and Emergency note that while a connection to a water supply may be able to be achieved for activities falling under this rule, this does not necessarily mean that there is capacity available within the network and that this also provides for firefighting purposes. Capacity availability of the water supply should therefore be required as a permitted activity standard, along with emergency service access.	Amend as follows: ICr.37D.1 A residential activity is a permitted activity provided that: a. it is located above the ground floor of any building; and b. habitable buildings used for the activity must be connected to a community water supply <u>(sufficient to also provide for firefighting purposes)</u> and the wastewater network; and c. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes. d. <u>the building can be accessed by emergency service vehicles.</u>
	ICr.37D.4 Assessment criteria a. the extent to which residential activity can occur on the ground floor without affecting the pedestrian circulation and interest along the main roads in the City Centre and City Fringe. b. the nature of any neighbouring activity, including in the case of any activity involving hazardous substances, any risk to human health posed by that substance. c. the extent to which the design provides privacy for residents. d. mitigation measures to address risk from any flood hazard. e. the extent to which the ground floor is preserved for commercial uses.	Support with amendment	It is important that the provision of emergency service access and firefighting water supply is considered consistently across all zones within Nelson city and across all activity types, including permitted activities. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: ICr.37D.4 Assessment criteria ... f. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> g. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>
	ICr.81 Subdivision – General	Oppose	Fire and Emergency consider the matters of control associated with ICr.81.2 do not provide NCC with the scope to consider whether the subdivision design has	Amend ICr.81.2 to ensure that all new allotments managed by this rule are provided with:

ID	Provision	Support / oppose	Submission	Requested amendment
	Except for subdivision located in any Flood Area, Liquefaction, Slope Instability Area 2, Slope Instability Area 3, Debris Run-out and Heritage overlays or Heritage Precinct ICr.81.2 Any subdivision not located in any Flood Area, Liquefaction, Slope Instability Area 2, Slope Instability Area 3, Debris Run-out and Heritage overlays or Heritage Precinct is controlled, if: - it complies in all respects with all the relevant standards in Appendix 10, Appendix 11 and Appendix 12, and - it complies with the mandatory matters in the Nelson Tasman Land Development Manual 2020, and - esplanade reserves or strips as indicated in the Riparian Overlay of the dimensions set out in Table 6.2 - Riparian or coastal areas with priority values of Appendix 6, are created and vested in the Council, and - the minimum finished ground level for any land allotment (excluding water bodies) is 15.35m NCC Datum, except in the Inundation Overlay, and - the minimum finished ground level is greater than the crown level of the road to which the piped stormwater from the allotment is drained, except in the Inundation Overlay, and - every allotment is of a regular shape that will maximise the range and efficiency of potential uses of the land, and - any existing buildings comply with the conditions for permitted activities, or a resource consent. Control reserved over: 		appropriately considered emergency service access and firefighting water supply.	- a firefighting water supply (and access to that supply) in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	ICr.81.3 Any subdivision not located in the Heritage Overlay or Heritage Precinct that contravenes a controlled standard is discretionary if it is for the purposes of a network utility. Any other subdivision that contravenes a controlled standard is discretionary if: - every allotment (other than an access lot) complies with mandatory matters relating to storm water and sewerage in Chapters 5 & 6 of the Nelson Tasman Land Development Manual 2020, and - every allotment (other than an access lot) is connected through gravity fed pipes to the Council water supply system. ICr.81.4 Assessment criteria	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: <i>ICr.81.4 Assessment criteria</i> ... x. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> x. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	a. the matters in the Nelson Tasman Land Development Manual 2020, and b. the extent of compliance with Appendix 10, Appendix 11, Appendix 12, and c. the extent of compliance with any plan provisions relating to streams, drains leading to streams, and any other waterbodies on the land to be subdivided. d. effects on all modes of transport (including pedestrians, cycles, active transport, micro mobility, and motor vehicles), pedestrian, cycle, active transport, micro mobility and road networks, access, parking (including cycle, active transport, micro mobility, motor vehicle and accessibility parking), stormwater management, water supply, sewage reticulation, and power and telecommunication services. e.			
Chapter 9 Suburban Commercial Zone				
Suburban Commercial Zone Rules				
	SCr.20A Residential activity SCr.20A.1 A residential activity is a permitted activity provided that: a. it is located above the ground floor of any building; and b. habitable buildings used for the activity must be connected to a community water supply and the wastewater network; and c. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes.	Neutral	Fire and Emergency note that while a connection to a water supply may be able to be achieved for activities falling under this rule, this does not necessarily mean that there is capacity available within the network and that this also provides for firefighting purposes. Capacity availability of the water supply should therefore be required as a permitted activity standard, along with emergency service access.	Amend as follows: SCr.20A.1 A residential activity is a permitted activity provided that: a. it is located above the ground floor of any building; and b. habitable buildings used for the activity must be connected to a community water supply <u>(sufficient to also provide for firefighting purposes)</u> and the wastewater network; and c. stormwater from the site used for the activity must not drain to any public road, except for secondary flow purposes. d. <u>the building can be accessed by emergency service vehicles.</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	SCr.20A.3 Activities that contravene a permitted condition are discretionary. SCr.20A.4 Assessment criteria - the extent to which residential activity can occur on the ground floor without affecting the pedestrian circulation and interest along the road. - the nature of any neighboring activity, including in the case of any activity involving hazardous substances, any risk to human health posed by that substance. - the extent to which the design provides privacy for residents, activity can provide privacy. - mitigation measures to address risk from any flood or inundation hazards. - the extent to which the ground floor is preserved for commercial uses.	Support with amendment	It is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: REr.63.4 Assessment criteria ... <i>f. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u></i> <i>g. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u></i>
	SCr.71 Subdivision – General SCr.71.2 Any subdivision not located in the Heritage Overlay or Heritage Precinct, Slope Instability Area 1 Overlay, Slope Instability Area 2 Overlay, Slope Instability Area 3 Overlay, Debris Run-out Overlay, Liquefaction Overlay or any Flood Area is controlled, if: - it complies in all aspects with the relevant standards in Appendix 10, Appendix 11 and Appendix 12. - it complies with the mandatory matters in the Nelson Tasman Land Development Manual 2020, and - esplanade reserves or strips as indicated in the Riparian Overlay, of the dimensions set out in Table 6.2 of Appendix 6, are created and vested in the Council, and - the minimum finished ground level for any land allotment (excluding water bodies) is 15.35m NCC Datum, except in the Inundation Overlay, and - the minimum finished ground level is greater than the crown level of the road to which the piped stormwater from the allotment is drained, and 	Oppose	Fire and Emergency consider the matters of control associated with SCr.71.2 do not provide NCC with the scope to consider whether the subdivision design has appropriately considered emergency service access and firefighting water supply.	Amend SCr.71.2 to ensure that all new allotments managed by this rule are provided with: - a firefighting water supply (and access to that supply) in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	SCr.71.4 the matters in the Nelson Tasman Land Development Manual 2020.	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: SCr.71.4 Assessment criteria ...

ID	Provision	Support / oppose	Submission	Requested amendment
	b. the extent of compliance with any plan provisions relating to streams, drains leading to streams, and any other waterbodies on the land to be subdivided, and c. the extent of compliance with Appendix 10, Appendix 11 and Appendix 12, and d. effects on all modes of transport (including micromobility, and motor vehicles), road networks, access, parking (including cycle, motor vehicle and accessibility parking), stormwater management, water supply, sewage reticulation, and power and telecommunication services. e. the extent to which the land is subject to natural hazards, or included in inundation, floodpaths, fault areas and slope risk overlays, and whether any risks can be remedied or mitigated. f. the pattern of subdivision and how it relates to the desired environmental outcomes, amenity values for the locality, and efficient use of infrastructure. 			x. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the New Zealand Fire Service Water Supplies Code of Practice.</u> x. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>
Chapter 10 Industrial Zone				
Industrial Zone Rules				
	INr.73 Subdivision – General INr.73.2 Any subdivision not located in the Services or Heritage overlays, Liquefaction Overlay or any Flood Area, is controlled, if: a. it complies in all respects with all the relevant standards in Appendix 10, Appendix 11 and Appendix 12, and b. it complies with the mandatory matters in the Nelson Tasman Land Development Manual 2020, and c. esplanade reserves or strips as indicated in the Riparian Overlay of the dimensions set out in Table 6.2 of Appendix 6, are created and vested in the Council, and d.	Oppose	Fire and Emergency consider the matters of control associated with INr.73.2 do not provide NCC with the scope to consider whether the subdivision design has appropriately considered emergency service access and firefighting water supply.	Amend INr.73.2 to ensure that all new allotments managed by this rule are provided with: - a firefighting water supply (and access to that supply) in accordance with the New Zealand Fire Service Water Supplies Code of Practice. - provides appropriately designed access for emergency service vehicles so that staff can access the site safely and efficiently.
	INr.73.3 Any subdivision not located in the Services or Heritage overlays, Liquefaction Overlay or Flood Area that contravenes a controlled standard is discretionary if it is for the purposes of a network utility. Any other subdivision that contravenes a controlled standard is discretionary if it complies in all respects with all the mandatory matters relating	Support with amendment	Fire and Emergency support the consideration of the servicing of sites within the assessment criteria. However, it is important that the provision of emergency service access and firefighting water supplies is considered consistently across all zones within Nelson city. As such, Fire and Emergency seek an amendment to reflect this.	Amend as follows: INr.73.4 Assessment criteria ... x. <u>whether the development can be adequately serviced for firefighting water supply in accordance with the</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	to stormwater and wastewater in Chapters.5 & 6 of the Nelson Tasman Land Development Manual 2020. INr.73.4 Assessment Criteria a. the matters in the Nelson Tasman Land Development Manual 2020. b. the extent of compliance with Appendix 10, Appendix 11, Appendix 12. c. the extent of compliance with plan provisions relating to streams, drains leading to streams, and any other waterbodies on the land to be subdivided. d. effects on traffic, road network, access, parking, stormwater management, water supply, sewage reticulation, and power and telecommunication services. e.			<u>New Zealand Fire Service Water Supplies Code of Practice.</u> x. <u>whether access for emergency service vehicles is appropriately designed so that staff can access the site safely and efficiently</u>
Volume 3 Appendices				
Appendix 11 Access standards				
	AP11.3 design of vehicle access Any access must comply with the relevant design and construction standards specified in Chapter 4, Section 4.10 Private Access and Crossings of the Nelson Tasman Land Development Manual 2020, except in the Residential, Inner City and Suburban Commercial Zones, a shared private vehicle access for between 7- 20 residential units is permitted provided the private vehicle access complies with the formation standards specified for a residential lane in Table 4-7 of the Nelson Tasman Land Development Manual 2020, with the exception that the Residential Lane does not need to be vested with Council as a public road. In the Residential, Inner City and Suburban Commercial Zones, a shared private vehicle access for 20 or more residential units is a Restricted Discretionary Activity. Discretion is restricted to: a. The extent to which the safety of pedestrians and active transport users, both on and off the site will be affected. b. The extent to which the proposal: - Integrates with and minimises adverse effects on the safe and efficient functioning of the transport network and infrastructure. - Minimises conflicts between users both within the site and any adjoining transport corridor. - Encourages easy and safe access and circulation for those not arriving by vehicle.	Oppose	Fire and Emergency support the inclusion of a matter of discretion which enables NCC to consider whether the design provides for the operational requirements of fire appliances. It is important however that the design and construction standards of the Nelson Tasman Land Development Manual 2020 align with the requirements of <i>Designers' guide to firefighting operations Emergency vehicle access F5-02 GD</i> which are required to facilitate efficient and effective emergency service vehicle access. This will ensure that the objectives and policies relating to safe and efficient access to sites are provided for through the rule framework that requires appropriate design of vehicle accesses and crossings. Fire and Emergency note that Table 4-13 of the Nelson Tasman Land Development Manual 2020 sets out the minimum requirements for accesses with a minimum carriageway width of 2.75m permitted within the Residential Zone. By way of background, for fire appliances to access an emergency, adequate accessway width, height and gradient is necessary. A 95th percentile pumping appliance has a width of 2.5m, a height of 3.55m and a length of 8.72m. Vehicular roading and access widths, surface and gradients should support the operational requirements of Fire and Emergency appliances. These requirements are set out as follows: - The minimum roading and carriageway widths should not be less than 4m. This width is required for firefighters to efficiently work around the fire appliance to access hoses and pumps. - A clear vehicle crossing of no less than 3.5m wide should be provided as site entrances, internal entrances and between buildings.	Amend the minimum formation width for private accessways / crossings to 4m. Or alternatively, apply a maximum accessway length for undersized accessways/crossings and where there is an exceedance, require a 4m formation width or the provision of a suitable hardstand.

ID	Provision	Support / oppose	Submission	Requested amendment
	iv. Provides convenient and safe circulation for connections and/or the provision of facilities for passenger transport modes of travel relative to the scale of the proposal. v. Provides for the accessibility needs of all users of the site. vi. Provides for integration with neighbouring activities to reduce the need for separate traffic movements on the transport network. vii. Provides for the operational requirements of the proposal such as waste collection, public transport, fire appliances, and loading (relative to the scale of the proposal). c. The extent to which the proposal and the traffic generated by the proposal requires improvements, modifications or alterations to the transport network and infrastructure to mitigate its effects. d. The recommendations and proposed conditions of any integrated transport assessment prepared to accompany the application. e. Issues and outcomes arising from consultation with the relevant road controlling authorities. f. The extent to which the proposal incorporates travel demand management and is well-located to be served by passenger transport, or encourages other active modes of travel such as walking or cycling.		- A height clearance at vehicle crossings and along carriageways should not be less than 4m. - The maximum negotiable gradient is 1:5, but in general the roading gradient should not exceed 16%. Carriageways should be wide enough to allow fire and emergency vehicles to get through them easily and to allow Fire and Emergency to carry out emergency operations. This means that when the fire appliance vehicle is parked, Fire and Emergency personnel can easily open and exit the doors, access equipment from its compartments and safely connect the hose to the pump. To accommodate a Fire and Emergency vehicle, carriageways should have a minimum width of 4m which excludes parking bays as parked cars on a narrow road or private way will obstruct Fire and Emergency from moving along the carriageway. This can be reduced to a minimum width of 3.5m at site entrances (vehicle crossings), provided tight turns are not required. Refer to <i>Emergency Vehicle Access F5-02 GD</i>. Fire and Emergency request that the formation width for private accessways and crossings serving be increased to 4m to meet the emergency service access requirements. Alternatively, the formation width can be reduced to 3.5m if the shared private accessway length is no more than 50m from a public road which will allow for sufficient hose run in a fire emergency. Where driveways exceed 50m in length, a width of 4m will be required or alternatively the requirement to provide an appropriate hardstand designed to meet the minimum hardstand requirements to facilitate an emergency service vehicle in the event of a fire or other emergency. These minimum requirements are set out in <i>Designers' guide to firefighting operations Emergency vehicle access F5-02 GD</i>.	
	AP11.3A design of micromobility access In the Residential, Inner City and Suburban Commercial Zones, where vehicle access to a site or residential unit is not provided, a micromobility access shall be provided from a road carriageway to the front door of each residential unit, or to the single front door and lobby of an apartment building. The micromobility access shall: - have a 1.8m minimum sealed width; and - provide passing bays where the access serves two or more residential units and is more than 50m in length: - passing bays shall increase the formed width of the access to 2.5m over a 3.5m length (to allow users to safely pass each other); and - the maximum interval between passing bays shall not exceed 50m; and - not exceed the maximum gradient specified in table 11.3A.1; and	Support with amendment	Fire and Emergency support the inclusion of the following within the design standard for micromobility access: - The provision of passing bays for accessways that exceed 50m in length - Management of the maximum gradient permitted - Requirement for accessways to be illuminated during hours of darkness and incorporate CPTED principles - Requirement for surface treatments which are firm, stable and slip resistant in any weather condition It is vital that where developments are only provided with micromobility access, the effective and efficient access and manoeuvring of crew and equipment for firefighting, medical, rescue and other emergency response is considered. Fire and Emergency would prefer a 4m width, however it recognises the practical realities of providing this. As such, Fire and Emergency request: - A 3m clear width and a centred 1.8m wide formed accessway - The 3m width is kept clear of gates, fences, wheely bins and other permanent obstructions.	Amend as follows: AP11.3A design of micromobility access In the Residential, Inner City and Suburban Commercial Zones, where vehicle access to a site or residential unit is not provided, a micromobility access shall be provided from a road carriageway to the front door of each residential unit, or to the single front door and lobby of an apartment building. The micromobility access shall: - have a 3m width clear of obstructions and a centred 1.8m minimum sealed width; and - provide passing bays where the access serves two or more

ID	Provision	Support / oppose	Submission	Requested amendment
	d. be illuminated during the hours of darkness and incorporate CPTED principles; and e. have a surface treatment which is firm, stable and slip resistant in any weather conditions; and f. be unobstructed for its full length up to a height of 2.4m; and g. where the micromobility access includes steps, provide a step-free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities; and h. where the micromobility access adjoins a building, a minimum 1m setback from the building shall be provided for landscaping to provide physical buffer between the micromobility access and buildings for opening windows and to contribute to privacy and amenity. The landscape setback shall be free of any buildings, servicing facilities (including waste bins), parking or manoeuvring areas.		- Landscaping either side of the 1.8m formed accessway should not exceed 1.5m in height and must be trimmed to maintain the clear 1.8m pathway at all times. - An unobstructed height of up to 4m These provisions will help to ensure emergency personnel and their equipment can safely and efficiently access a site in the case of an emergency, while simultaneously ensuring that residents are safely able to escape.	residential units and is more than 50m in length: ii. passing bays shall increase the formed width of the access to 2.5m over a 3.5m length (to allow users to safety pass each other); and iii. the maximum interval between passing bays shall not exceed 50m; and k. not exceed the maximum gradient specified in table 11.3A.1; and l. be illuminated during the hours of darkness and incorporate CPTED principles; and m. have a surface treatment which is firm, stable and slip resistant in any weather conditions; and n. be unobstructed for its full length up to a height of 2.4m; and o. where the micromobility access includes steps, provide a step-free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities; and p. ~~where the micromobility access adjoins a building, a minimum 1m setback from the building shall be provided for landscaping to provide physical buffer between the micromobility access and buildings for opening windows and to contribute to privacy and amenity. The landscape setback shall be free of any buildings, servicing facilities (including waste bins), parking or manoeuvring areas.~~ <u>P. Landscaping either side of the 1.8m formed accessway should not exceed 1.5m in height and must be trimmed to maintain the clear 1.8m pathway at all times.</u>

ID	Provision	Support / oppose	Submission	Requested amendment
	AP11.7.5 Micromobility access Where vehicle access to a site or residential unit is not provided, pedestrians and micromobility users access needs to be provided. The design of this access should: • Provide for people of all abilities • Incorporate CPTED design principals to ensure the safety of all users • Enable wayfinding and dwelling identification • Provide for privacy and amenity.	Support with amendment	Fire and Emergency support AP11.7.5 insofar as it requires development to achieve suitable access for residential units from the street where vehicle access is not provided. However, Fire and Emergency consider it important that emergency service access it sufficiently considered where developments are only accessible to pedestrians.	Amend as follows: AP11.7.5 Micromobility access Where vehicle access to a site or residential unit is not provided, pedestrians and micromobility users access needs to be provided. The design of this access should: • Provide for people of all abilities • Incorporate CPTED design principals to ensure the safety of all users • Enable wayfinding and dwelling identification • Provide for privacy and amenity. • <u>Enable emergency services to access the site in an emergency.</u>

Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S590
Submitter Name	Peter Washington
Submitter first name	Peter
Submitter middle name	James
Submitter surname	Washington
Submitter is contact	Yes
Email	peterwashington5253@yahoo.co.nz
Wish to be heard	No
Joint presentation	No
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Residential Zones	General Residential Zone	Oppose in part	I wish that Historic Precincts such as the Seymour Avenue Historic Precinct are exempt from the plan as it currently stands. I can not fathom what the Nelson City Council must be thinking, when they propose a change to any historic precinct. That is because adding further stories on to existing houses, will mess with the historic nature of a street, and in regards to Seymour Avenue in particular, I think many residents are only living in this street because of its character. At my particular address there would be a significant environmental visual effect, with the fact that the residential houses straight across from my address, will cut back the quite astounding view of bush on the hill nearer Brook St, that I can see. This will limit sun to an already cold place in the winter, which will make it very expensive with higher power costs to stay here. However I can foresee a rather ugly visual view if any of the houses directly across the street from me, add extra stories, and I just do not wish story extensions to these houses at all.	Plan Change 29 Residential

Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S591
Submitter Name	Kent Inglis
Submitter first name	Kent
Submitter middle name	T
Submitter surname	Inglis
Submitter is contact	Yes
Email	inglis.kent@gmail.com
Wish to be heard	Yes
Joint presentation	Yes
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Entire Plan Change	General support	Support	As the owner of > 20 residential units (including @ 50% being social housing) in the inner city and suburban commercial zone, I can attest to the need for additional housing units, including a need for smaller units given changing demographics. I believe that Proposed Plan Change 29 will give rise to the ability to construct such units. I also believe that the encouraging higher density development within proximity to the city centre and on public transport routes will add vitality to the city and reduce roading congestion. The creation of additional housing units will reduce demand/pressure on rental housing stocks. Proposed Plan change 29 addresses these issues.	I am in favour of the intent of Proposed Plan Change 29, and recommend that it is adopted. Further details in additional submission points,

Residential Zones	High Density Residential Zone	Oppose in part	I don't believe that you should have to address setbacks from buildings to the north where there is no sunlight/daylight impact as this is captured by other rules such as 'overlooking'; the minimum setback required for fire protection also helps control setback from boundary. If an existing neighboring building is breaching planning or setback rules, I don't believe you should have to give effect to that breach.	Remove Daylight provisions in relation to properties to the North
Suburban Commercial Zone	Suburban Commercial Zone	Oppose in part	Areas of the Suburban Commercial Zone are suitable for residential activity. I don't see the need to prohibit this on the ground floor, when there are areas it may be appropriate. Particularly given residential activity is permitted. There are other thresholds that could better manage potential issues. ie Noise/insulation requirements at road boundary.	Remove the requirement prohibiting residential activity on the Ground Floor.
Inner City and City Fringe Zones	Inner City Zone	Oppose in part	Units without GF living space have a lower requirement for outdoor living space. A Townhouse (for example) over three levels has a higher threshold for outdoor living space, than a unit without GF living. I believe a better approach would be to require a minimum area that can be the "sum" of the spaces provided. For inner city, city fringe and HDR a balcony can be 12m² for any dwelling size, however with GF living it becomes 25m² for 1 bedroom and 40m² for 3 bedrooms. A more consistent approach would be to require a minimum of the dwelling floor area to be outdoor living (ie 15%), while still having minimum dimensions ie not less than 2m at one point, and 8m² overall. This could for example be a balcony off a bedroom (and very usable space at this size), and contribute to the overall outdoor living area.	Allow outdoor living spaces to be a combination of GF and balcony space in all zones.

Inner City and City Fringe Zones	City Fringe Zone	Oppose in part	Proposed HRZ daylight angle requirements are for 12m + 60° angle within first 23.5m from road boundary (22m building length + 1.5m road boundary setback); 4m + 60° angle after 23.5m from road boundary. For lots without a road boundary, this requirement may have unintended consequences. I understand that the principle is to avoid 'long' unbroken development, but I believe there is also a rule restricting building length to 22m. There are other rules in place around unbroken facades that could be better used to address this. This could potentially lead to issues with a patchwork of building heights within areas, potentially also exacerbating issues around daylight provisions. For example, imagine two lots running north to south with a northern road boundary. The lot to the north can build - 12m + 60° angle within first 23.5m, the lot to the south 4m + 60°. The lot to the south will be hugely compromised by a higher building to the north.	Amend' Rule REr.19K.1(a)(i)
Entire Plan Change	General support	Oppose in part	I don't see the need for fixed line Telecommunication services (Telecommunication and radio communication as defined in Section 2(1) of the Telecommunications Act 1987) given that the use of cellular technology has superseded the use of fixed line telecommunications (including for the provision of wireless broadband services). https://one.nz/broadband/internet-plans/	Remove the requirement for fixed line Telecommunications equipment.
Entire Plan Change	General support	Oppose in part	This rule gives no consideration to potential vehicle use (ie less use in near city locations and on public transport routes), nor to potential vehicles on site (ie 6 x 2 bedroom dwellings may have one car space and a maximum of 6 vehicles on site, whereas 6 x 3 bedroom dwellings may have 2 carparks on site so twice the vehicles and potentially twice the vehicle movements).	Exemptions from Appendix 11 and NTLDM 4.10.2.1 Private access rules allowing an access way to only serve up to 6 residential units or dwellings.

Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S592
Submitter Name	Asher Quin
Submitter first name	Asher
Submitter surname	Quin
Submitter is contact	Yes
Email	asher.quin@yahoo.com
Wish to be heard	No
Joint presentation	No
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Entire Plan Change	General support	Support		I support all proposed plan changes other than those which relate to Heritage. I am neither for nor against those as I have not had the time to adequately read them.

Opinion articles by Tim Bayley in national media have is the sole catalyst in support of this Plan. I was unaware of this plan before today. Apologies for the rushed and poor form of this submission, but I am currently writing this with less than 4 hours until submissions close. Any quotes below are quotes from his opinion piece in Stuff, linked here <https://www.stuff.co.nz/nelson-mail/300996804/plan-change-29-creates-fear-and-loathing-in-city>

Note that this is not to do with Tim directly, rather generally that NIMBY submitters are being afforded prime media space to complain about their cause. My submission is a result of having the time and resources to respond, with the knowledge that most who disagree with Tim are too busy trying to be able to afford a house to be able to submit something well thought out on time.

"With good design and working with one's neighbours, we can easily create more density within existing urban areas without impacting on others' existing amenities. We did on our section and all well within the existing rules."

- Evidently that is not the case at present. It might have been when Tim decided to subdevelop. The section 32 report specifically mentions a shortfall in housing and commercial business land capacity. He is objectively incorrect on this point.

"So that is what we all did. We came, we saw, we bought or we built, all within the existing zoning laws that respected everyone's rights to share what Nelson has to offer – sunshine, privacy and views. A great place to live, work and bring up a family."

- This is a proposed change to the zoning laws. Nothing will change if these changes are implemented. People will still be building within existing zoning laws in the future. Times change. You are not guaranteed zones in place forever.

- The reasons for these changes are specifically to counter changing times. Per the s 32 evaluation report;

1. When taking into consideration average

wages in Nelson, the city is one of New Zealand's least affordable, with growing numbers of households experiencing affordability stress. Moreover, most residents who do not own their own home may now be unable to afford even a lower quartile price point house.

2. Median house prices have continued to increase and are now 88% more expensive when compared with five years ago

3. The number of applicants on the Ministry of Social Development's housing register has increased by 48% compared with 12 months ago (253 at 30 December 2020)

4. Although affordability has improved over the last 12 months, according to the latest Massey University Index published in December 2020, Nelson continues to be the third least affordable region in the country behind Auckland and Tasman

The issue now is that Nelson is only a great place to do these things if you can afford a house. It is evidential that the zoning rules at present do not allow for affordable housing. Thus these rules should be changed to enable more affordable housing. Tim does not care about these things as he already owns a house.

Documents included with submission

Document name Tim standing in front of his house (which is taller than the pole)

File [1693455256956.jpg](#)

Description

The pole set up by Tim Bayley on his property shows what a six-metre building boundary height would look like, with a 60 degree daylight recession angle – which could potentially extend to an 11-metre high residential building.

"So that some newcomers to Nelson can have, just for themselves, what we have been sharing quite happily for the past 150 odd years."

- This is quite a nasty attitude to have towards any potential buyers or builders in the area. Not sure why they would also not be sharing it.

"Everyone gets to share the sun; it does not belong to anyone, it is there to share."

- Not sure how this would change under the proposed zoning plan changes.

"And now, with the stroke of a pen, Nelson's planners want to take all that away, and it will be "as of right" for your neighbours, or the developers they sell to, to do pretty much what they want with no input from you."

- Good. Why should neighbours be able to have input if people want to build high level buildings next to them on land they do not own.

"Is this how you build a collegial society? Is this the kind of city you want to live in?

A city where everyone lives in fear that their neighbours will one day sell to a developer or build something ridiculous that will block all your winter sun, your privacy or your view if you have one."

- It sounds currently that Nelson is a city where you live in fear of more houses and developers being able to build. Boo hoo.

"Plan 29 is just lazy planning that opens up the rules and allows developers carte blanche to do as they please. This will never be the best result for our Smart Little City, as money is always the driver."

- What does he mean by money is always the driver? If the market decided, surely if people do not want to move into new built high density homes then they would not sell at their price points (unless of course, there is inelastic demand as a result of insufficient supply). Do the overinflated prices of current homes not indicate a supply gap? Surely money points towards allowing density. It's always let the market decide until what the market decides would negatively impact the person complaining about it.

- More houses are good for the majority

- By "the best result for our Smart Little City", he means himself. More housing is great for all residents of Nelson as it puts downwards pressure on housing prices to enable people to live in desirable areas at lower costs. More housing is not great for those like Tim who like things exactly the way they are, and those who seek to maintain high house prices for their own personal sake.



Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S593
Submitter Name	marcus dadds
Submitter first name	marcus
Submitter middle name	john
Submitter surname	dadds
Submitter is contact	Yes
Email	marcus_dadds@hotmail.com
Wish to be heard	Yes
Joint presentation	Yes
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
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Heritage

Richmond
Avenue

Oppose in part

1. From experiences of the Christchurch earthquake Feb 2011 the comments made by council do not provide a framework for the owner to approach an insurance company with. We need to know exactly what the requirements of a rebuild will be. What will be the acceptable materials? How will this be coordinated to ensure the precinct is in tact? Will there be an opportunity to build up to 3 levels high?

2. High density building (up to 6 stories) can severely change the character of the heritage precinct and negate the benefits of it's existence. In essence, one of the main reasons why Nelsonians and visitors enjoy Nelson are the character properties and "early colonial" image of the City. A better outcome would be for the high density housing to be dropped and for all the neighbourhoods, where colonial style buildings are located, to be protected. Failing that, protection is sought from high density buildings impacting the intended heritage precinct and the aesthetics of the area.

PC29 – S32 Report
Appendix 3M

1. Clarification on " In the case of partial or total loss of a dwelling, the heritage precinct provisions do not require rebuilds to replicate what has been lost and instead provide flexibility in meeting the requirement for new development to be consistent with the precinct's built characteristics."

2. Given the other side (north side) of Bronte Street is intended to be High Residential Density will consideration be given to building permissions sought on that land where they are close to, or opposite, Richmond and 30 Bronte St?

3.

Residential Zones	High Density Residential Zone	Oppose	The inner city area is currently suffering from a lack of businesses investment (shops, bars, entertainment). By bringing the high density residential zone into the inner city may provide for a local population to support and lift the inner city areas as shops etc within walking distance. The integrity of the "colonial style" buildings that surround the center (and are now being proposed in Change 29) could be preserved if this zoning change takes place. Note 1: the essence of Nelson, and the reason why Nelsonians and visitors enjoy their experience here is in part set by the appearance of the early buildings / settlers cottages. This would be the envy of most city planners the world over and its preservation paramount to Nelson retaining it's identity. The proposed high density zones would without doubt wreck this - the ability for property developers to out bid other prospective buyers is well documented, as is their desire to make profit at any cost. Note 2: Much has been placed on Nelson's population expanding. This is an assumption (and recent evidence in Richmond where sections have been struggling to sell backs this). Has consideration been taken into Nelson being a place of quality rather than quantity and growth?	For the council to change the boundaries of the High Density Residential Zone and for the Plan Change 29 to be more focused on quality rather than quantity and growth.
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Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S594
Submitter Name	Gavin Scandlyn
Submitter first name	Gavin
Submitter surname	Scandlyn
Submitter is contact	Yes
Email	gavscandlyn@gmail.com
Wish to be heard	No
Joint presentation	No
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Natural Hazards/ Climate Change	Slope Instability	Oppose in part		Amend the naming of "Slope Instability Area 3" to "Low Risk Slope Instability Area", "Slope Management Area" or "Slope Assessment Area" or similar Alternatively remove this layer from areas that have been subject to recent investigation that is more detailed than the assessment carried out to research Area 3 (such as new subdivisions which have been subject to extensive geotechnical investigation and design).

Slope Instability Area 1 and Area 2 cover areas of higher geotechnical risk. Slope Instability Area 3 is a generic area based on a generic parameters mapped at 1:5000 scale and it is misleading to bundle this wider area in as an "Instability Area".

The overlay is based on a 14 page report which acknowledges that "additional work may be undertaken to refine and/or verify the locations and extents of the proposed zones, and/or to assess risk in relation to the zones. The overlay set out in this report has been prepared from desk study only." This is a light level of information to label a significant area of Nelson "unstable".

There are large areas that have been mapped as Slope Instability Area 3 which include subdivisions consented in the last 10 years which have been subject to extensive investigation and geotechnical assessment, including in Enner Glynn and Bishopdale. Significant earthworks and stabilisation works have been carried out in order to obtain subdivision consent in these locations (including passing s106 of the RMA), along with mitigation including retaining walls and ongoing consent notice requirements for building and earthworks. This information and subdivision wide geotechnical assessments are readily available to Council.

It is also noted that having the same overlay name for Area 1 - 3 takes away from conveying the higher level of risk associated with Area 1 and 2 in simple terms as Area 3 is based on such generic parameters.

The general premise of mapping these areas and then requiring

further site-specific investigation work at the time of consent is not opposed. However given the high level nature of investigation that has gone into the mapping Area 3, it is requested that the overlay be renamed to one of the options outlined above (or similar).

Alternatively the Area 3 layer should be removed from areas that have been subject to recent investigation that appears to be much more detailed than the assessment carried out to research Area 3 as part of this plan change (such as new subdivisions which have been subject to extensive geotechnical investigation and design), and is information that is readily available to Council.

Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S595
Submitter Name	Graeme OBrien
Submitter first name	Graeme
Submitter surname	OBrien
Submitter is contact	Yes
Email	graemebegood@gmail.com
Wish to be heard	Yes
Joint presentation	No
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Entire Plan Change	General opposition	Oppose in part		

Plan 29 Submission

Graeme OBrien,

I wish to register my objection to parts of the Plan 29 change. I object to the changes on the grounds that they are not in the best interests of the city or people of Nelson.

These changes seem to be part of a wider council driven agenda that puts outside interests ahead of the best interests of the ratepayers and the future of the city. The plan change is further supported by a group of councilors that seem to be driven by purely political or personal ideology that does not stand up to any kind of fact-based debate or some other self-serving agenda.

1/ I object to the changes in the daylight angle

2/ I object to the intensification of the city fringe.

3/ I object to the intensification of over 2 story buildings in residential areas.

4/ I object to the taking away any of the heritage protections until the respective groups and residents have been fully engaged with, listened to and an agreement reached.

5/ I support any changes that would encourage infill housing type developments, subdividing, Cross leasing granny flats etc such as smaller lot sizes, and bigger coverage of that section of 2 story or less buildings.

I see no point in wasting more of my time to point out what is already well known to councillors but has made no difference to their view point so far, for reasons previously stated.

One can only hope that the number of submissions generated will make councilors worried about their chances of

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reelection as this seems to be the only thing that matters. I am sickened at the misinformation, disinformation and half-truths that has been promoted by Nelson City Council and councilors, with the following statements being a low point but by no means all of them.

"If we don't make these changes there will be no houses for your children"

"The infrastructure upgrades will be covered by the contribution fees"

"These changes will make affordable housing"

"We won't survive if we don't intensify"

"Nelson has a housing crisis"

Furthermore, the social housing development on Waimea Rd is a great example of how planners are manipulating the rules to allow anything goes developments which will only be made much worse by the changes to building heights and daylight angles.

Nick Smith has been stripping back the RMA restrictions for years with the Special Housing Areas being a great example of letting developers do anything for greater profit regardless of impacts to neighbors and communities, these were also under the guise of creating "affordable" housing which created none.

Graeme OBrien

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Nick Smith has been stripping back the RMA restrictions for years with the Special Housing Areas being a great example of letting developers do anything for greater profit regardless of impacts to neighbors and communities, these were also under the guise of creating "affordable" housing which created none.

Graeme OBrien

RMA Submission Form for Publicly Notified Plan Change 29

Return your submission by 4pm on
Tuesday 31 October 2023 to:

Senior Planning Administrator
RMA Plan Submissions
Nelson City Council
PO Box 645
Nelson 7040

(Hand delivery or courier to: Ground Floor, Civic House, 110 Trafalgar Street,
Nelson 7010 or email to: environmental.planning@ncc.govt.nz with plan
change no.29 in the subject line)

OFFICE USE

Submission No: 8596

Date Received Stamp:

30/10/23

NDOCs No:

539570224-16956

*Required

Submitter Details

Full Name*	Jennifer Anne Fletcher		
Organisation	Self		
Contact Person	Jennifer Anne Fletcher		
Postal address*	370 Trafalgar Square Nelson		
Telephone*	0272486773	Email*	~~jenen@xtra.co.nz~~ rojenfletcher@xtra.co.nz

Trade Competition*

If you are a person who could gain an advantage in trade competition through the submission your right to make a submission may be limited by clause 6 (4) of part 1 of Schedule 1 of the Resource Management Act 1991.

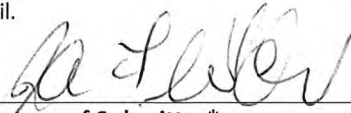
- ☒ I/we could not gain an advantage in trade competition through this submission.
- ☐ I/we could gain an advantage in trade competition through this submission. *if yes, please complete the following:*
- ☒ I/we are directly affected by an effect of the subject matter of this submission that: (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.
- ☐ I/we are not directly affected by an effect of the subject matter of this submission that: (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.

Council Hearing*

- ☐ I/we do not wish to be heard in support of my/our submission.
- ☒ I/we wish to be heard in support of my/our submission. If yes:
- ☐ I/we would be prepared to consider presenting my/our submission in a joint case with others making a similar submission at any hearings.

Public information

Please note that your name and address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as council.


Signature of Submitter*

(or person authorised to sign on behalf of submitter - a signature is not required if you make your submission by electronic means)

29/10/2023
Date*

RMA Submission Form for Publicly Notified Plan Change 29

The specific provisions of the Proposed Plan Change that my submission relates to are as follows:

- | | |
|--|--|
| ☐ Entire Plan Change | ☐ Papakāinga |
| ☒ Residential | ☒ Transport |
| ☒ Inner City and City Fringe | ☐ Mapping |
| ☐ Industrial | ☐ Infrastructure |
| ☐ Suburban Commercial | ☐ Area outside of Plan Change |
| ☐ Natural Hazards/Climate Change | ☐ Subdivision |
| ☒ Heritage | ☐ Other |

- | | | |
|--------|---|---|
| I/we*: | ☐ Oppose the Plan Change in part | ☐ Oppose the Plan Change |
| | ☐ Support the Plan change in part | ☐ Support the Plan Change |
| | ☐ Are Neutral about the Plan Change | ☐ Request amendments to the Plan Change |

My submission is*:

(Include whether you support or oppose the specific provisions or wish to have them amended, and reasons for your views)

please see attached
4 page Submission

Plan Change 29 – Submissions 1- 4 - made by Jennifer -Anne Fletcher

370 Trafalgar Square Nelson.

My submission is:

1.The specific provision – Residential Zone – All and in particular High Density Residential Zone (“HDRZ”) classification

1.2 Support or oppose or wish to have them amended – oppose

1.3. Reasons for my view -

1.3.1. New Zones especially HDRZ is not suitable or necessary. To allow HDRZ in a residential zone will have detrimental affect on those areas in that:

1.3.2. It will cause those areas particularly where there are older homes to lose their specific street character and landscape causing breakup of those areas by bulk buildings in those areas. The character and landscape need to be preserved in those areas.

1.3.3. That allowing HRDZ will detract from light and light available in those areas and will remove portions of the existing daylight admission control planes). I would ask that these remain as at prior to public notification of plan 29.

1.3.4. The HDRZ will increase population into a relatively small area and will put significant pressure on infrastructure and resources in those areas.

1.3.5 There is no requirement for any landscaping of buildings to the street. There is reliance on already existing landscape such as parks and greenspaces such as the church hill to provide landscape to these buildings and those resources are not limitless in their capacity to absorb the pressure of these buildings and population. These buildings need to contribute to the landscape community environment visible to all not just within their own buildings (internal court yards only provide amenity for those in the building)

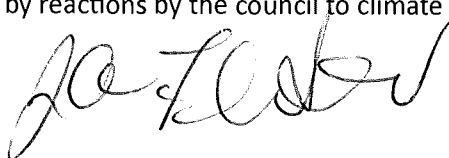
1.3.6 This new zone does not guarantee a vibrant city centre and neighbourhood so can be no justification for the zoning. Indeed, in cities like Wellington and Auckland HDRZ have resulted in less vibrant/ loss of neighbourhoods/ unsafe neighbourhoods and increased crime in the inner city. In many cities increased apartments have led to absentee landlords and Airbnb's not creation of neighbourhoods.

1.3.7 It is inappropriate for the council to classify an area HDRZ based on closeness / walk-in distance to the inner city. This may be one reason but it needs to be assessed against all of the negative effects of this zone.

1.3.8 The HDRZ will have a negative effect on and unduly compromise privacy and amenity of existing residences in the areas sought to have it imposed upon that have mainly low level one and two storey homes on. There is insufficient space between buildings and so-called protection of front forward building bulk will not protect adjoining smaller sections.

1.3.9 The existing residential zones allow sufficient flexibility for building of multi-level buildings – notification is needed and consent needed to ensure control over such buildings. That a number of such buildings have already been undertaken in Nelson or have been consented indicates that HDRZ is not necessary.

1.3.10 Too much pressure is being placed by HDRZ on a small area of Nelson. This is perhaps due to other areas of development begin excluded by reactions by the council to climate change



meaning it no longer seeks to allow development in other areas but that may change as new technologies allow development in those area.

- 1.3.11 I am particularly concerned about the imposition of HDRZ on the area of Trafalgar Square Nelson where I live. Under the new zoning our area and buildings would be affected as I have set out above.
- 1.3.12 It is not increased buildings and higher buildings that will bring about a more vibrant and liveable city and encourage people to come into the city rather it is the beautification and retention of the character of the city that will draw people in .

1.4. I seek the following decision from the council:

No new residential zones. The existing residential classifications to remain.

No HDRZ in residential areas.

Particularly no HDRZ for south side east Nile Street and surrounding residential areas.

Amend plan 29 to allow graduated increased height in the inner city /CBD – a gentle merging of inner city / CBD with residential. Generally, this graduated approach to be followed in all CBD /town areas merging with residential areas. So, start with medium density outside of residential zones and increase to Higher density no more than 8 stores in CBD.

Specifically In relation to Trafalgar Square this would remain existing residential or general residential.

2.1. The specific provision – Heritage

2.2. Support or oppose or wish to have them amended – **oppose in part**

2.3. Reasons for my view:

2.3.1. I oppose the changes to heritage classifications as they do not give enough emphasis include areas of character and street scrapes and landscapes.

2.3.2. I do not oppose the creation of Richmond Avenue as a heritage area. However, I note that its qualification based on NCC assessments is borderline for inclusion which indicates that a wider view of heritage needs to be taken.

2.2.4. The inclusion of Richmond Avenue as heritage precinct should not be in substitution or as some sort of community consolation for removal / downgrading of existing heritage buildings / areas. We should be trying to keep up our heritage areas.

2.2.5. NZ needs to maintain its built heritage for future generations so they can learn from and enjoy these amenities. So much of Nelsons built heritage has already been lost and consequently loss of amenity and attraction and has not been replaced.

2.2.6. However I agree that heritage listed buildings that are no longer a fit building could be removed and replaced with new buildings that are sensitive to the nature of the existing area they are in .

2.4. I seek the following decision from the council:



That the exiting heritage classifications are retained with addition of special character street scrapes and landscapes with provision for heritage buildings that are no longer fit buildings to be removed and replaced with new buildings that are sensitive to the nature of the existing area they are in .

3.1. The specific provision – Inner city centre and fringe.

3.2. Support or oppose or wish to have them amended – oppose in part

3.3. Reasons for my view –

3.3.1. I oppose the removal of Church Hill view shaft. It is integral to the character and nature of Nelson. It is the vital connection to the land and sea and provides an important pivot for the city. It provides a special vista intrinsic to Nelson. It must be preserved.

3.3.2 The trees do not obstruct the view shaft they complement it and bring a new positive dimension to the view shaft. In winter when the leaves are off the trees there is a good view down the shaft and in summer there is the benefit of the tress and the allure of landscape beyond.

3.3.3. It is the right of all Nelsonian to have the view shaft and enjoy it. It needs to be preserved for future generations

3.3.4. the view shaft outlook is an attraction for tourists and should be highlighted and celebrated.

3.3.4. Blanket height levels in the fringe and inner-city centre are unattractive and do not create a vibrant liveable city. The highest parts of the Rutherford hotel and clock tower detracts from the city scape and do not integrate into the surrounding city scape and are eyesores. A more subtle and graduated approach to building/ development is needed.

3.3.5. Random development of levels of buildings and building closer into the streets will not provide a more vibrant or safer city.

3.3.6. The city infrastructure cannot cope with buildings over 8 storeys due to limited firefighting options, and pressure on water, power and other infrastructure such as internet connection.

3.3.7. The inner city and centre need to ensure increased green spaces and landscaping of these areas with new development. There should not be reliance on existing green areas and landscaping. The city needs more of these areas not less or defused by more building to green space proportion.

3.4. I seek the following decision from the council:

Retain View shaft - no changes.

Amend plan 29 to allow graduated increased height in the inner city – centre zone – a gentle merging of inner city / CBD with residential. Generally, this graduated approach to be followed in all CBD /town areas merging with residential areas. So, start with medium density at the inner-city fringe and increase to no more than 8 storeys inner city centre.

Specific provision for greater green areas and landscaping. No reliance on existing green spaces or landscaping.



4.1. The specific provision – Transport

4.2. Support or oppose or wish to have them amended – oppose

4.3. Reasons for my view -

4.3.1. Reduction of through traffic in the inner-city fringe and centre areas to larger motor vehicles such as cars will cause less through traffic and ability access the inner city and is nto workable for business or people using the inner city.

4.3.2. Restrictions on the use of motor vehicles, through traffic and parking will put pressure on surrounding residential areas.

4.3.3. Any new buildings should have to provide car parking as the pressure on parking particularly for inner city residents is already considerable.

4.3.4. If the council wants people to live in the inner city and for it to be safe then there needs to be adequate parking and residential parking .

4.3.5. For the foreseeable future cars and other larger motorised vehicles are likely to continue to be used .

4.3.6. Apartment buildings particularly need to provide parking on site as they bring increased population pressure into an area.

4.3.7. Adequate parking brings safety to an area and its residents and those using it. If viable options of public transport are provided that will in itself offset use of private vehicles.

4.4. I seek the following decision from the council:

That new buildings including all apartment buildings have to provide parking including for cars for one park per apartment or other dwelling type.

Retaining good through access and parking in the city for all vehicles types.

I wish to be heard in support of my submission.



Jennifer -Anne Fletcher

**370 Trafalgar Square
Nelson**

Signature of submitter

29/10/2023



Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S597
Submitter Name	Stephanie Phillips
Submitter first name	Stephanie
Submitter middle name	Frances Weir
Submitter surname	Phillips
Submitter is contact	Yes
Email	steph@sparchitect.co.nz
Wish to be heard	Yes
Joint presentation	Yes
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Entire Plan Change	General opposition	Oppose in part	Please see attached submission.	Removal of Medium and High Density Residential zones.

Documents included with submission

Document name	Planchange29 submission Stephanie Phillips
File	planchange29spasubmissionstephaniephillips..pdf
Description	Summary of my concerns on the proposed plan change.

Stephanie Phillips

steph@sparchitect.co.nz

Signed :



Stephanie Phillips

30th October 2023

Senior Planning Administrator
 RMA Plan Submission
 Nelson City Council
 Environmental.planning@ncc.govt.nz

Plan change 29

Stephanie Phillips Architect / Resident - submission

11 Van Diemen St Nelson

Submission for residence feedback on Plan Change 29
 NCC proposed plan change for Nelson City 2023

Submission - Private resident and Registered Architect Nelson

As private resident and Registered Architect, with a practice both working and living in the proposed high density zone. This submission largely focuses on the city centre, city fringe commercial, general residential and medium and high density zones.

1 Introduction

I support the objectives of the plan change

- housing delivery for a well functioning urban environment, while managing natural hazard and heritage

future focused planned built character of the zones, to encourage infill development in a well functioning urban environment and increasing diversity and quality of housing choice.

The proposed plan change does not meet this objective.

- 1.1 **Inner city and commercial zones should be the focus for multi storey** residential development. Residential zoning should not be split into 6 residential zones. General, Medium and High, standard, lower and comprehensive.
- 1.2 The residential zone **changes will not achieve a well functioning urban environment.**
- 1.3 Hazard management is only partially addressed. Geotech input for slope instability is covered in current rules. **Coastal flood risk is not addressed** through not changing current rules.
- 1.4 **Heritage is not protected**, lost in the city centre and **destroyed as adjacent general residential character is not protected** by allowing discordant 6 storey scale development in 1-2 storey general residential zone.

However I do believe there are simple changes that could achieve the desired objectives

2 Concerns

- 2.1 The plan change is too extensive to achieve urban density in the locations most critical to occur
 The proposed plan change footprint as compared to Wellington City centre would extend the multistorey buildings to an area the equivalent from Thorndon, Wellington central & parliament through to and including Cuba and Courtney place. Nelson is not a city on this scale. Wellington has taken 150 years to have a CBD footprint and intensification of this scale. Indeed 100 years ago there were multistorey buildings in greater scale than Nelsons existing CBD. - Refer Appendix 1
- 2.2 Medium and High density zones - will destroy existing amenity and built character of the city that is a key feature of the city.
 The objectives of more development and residents both in the city and within existing residential zones can occur with a more careful and considered approach that does not destroy the amenity for existing residents and built form that is the city character.
- 2.3 3-6 storey buildings destroy amenity to existing 1-2 storey residences
- 2.4 Loss of Sunlight access - Sunlight enables solar panels for resilient low cost electricity. Growing of vegetables for sustainable living. High quality outdoor spaces, sun filled and passively heated living spaces.
- 2.5 Loss of Privacy - the sense of being watched or observed. Buildings of differing scales overlook and over shadow smaller homes.
- 2.6 Loss of rights under the RMA to be consulted, to have value in your primary asset protected and rights to object under existing law. These rights have been gifted to developers, stolen without compensation and for no reasonable gain for the city.
- 2.7 Amplification of height. Due to the ground topography in Nelson a large portion of the high density and medium zone adjoin general residential zones. But the effect on adjacent properties would be even more severe. 19.5m building - 3- 6m higher would cast an even longer shadow. Across multiple properties.

- 2.8 Loss of city character - Nelson has an eclectic heritage character which is typified by covering a range of housing eras. These are in conflict with a multistorey apartment buildings at 19.5m high 1m off a boundary. This leads to a typology that would be the loss of Nelson's heritage - it isn't a single street - Richmond Ave - Elliot St - Seymour Ave it is the streetscape as a whole that is the character of the city - mid century adjacent to 1850's along side 1920's Bungalow. We have been doing infill since the city began, but always in a similar scale. It is the collective whole that is the character of the city. This plan would destroy that character needlessly. If we embraced our existing scale we can proceed with infill that enhances our city. The RMA handbrake has been the 1 dwelling / 600m² which is less dense than existing heritage models of South Street and Elliot Street. We already have a density model in the city as a template.
- 2.9 Loss of rights in a Resource Consent - A six storey building would require Resource Consent for more than 3 dwellings. Under the existing law for a Resource Consent Application the assessment criteria "Effect is less than minor" the biggest effect to the adjacent residences is **this** planning change and the loss of the right to object to the bulk and location of a commercial scale building 1m away from your home. Therefore the ability to argue against the building containing 6 or 12 dwellings - would be difficult as there would be no additional effect with more residents.

3 Unintended consequences

I believe this plan would also lead to disastrous unintended consequences

- 3.1 Acne type development. 4-6 storey buildings are commercial & expensive to build so will be built on cheapest land not in city centre. Commercial buildings require expensive capital costs, lifts, fire systems, multiple design consultants, experienced contractors, cranes etc. however there is a limited number of contractors in Nelson who could complete this work so few could be built per year.
- 3.2 There is a limited client base for this type of construction and suitable residents. There are two new potential developers we should be cautious of - retirement villages and offshore non resident investors.
- 3.3 Retirement village population growth is part of our future demographic but is dangerous as our sole clientele. It would lead to a dying city without young people, and families to continue prosperity and a flourishing population.
- 3.4 Offshore investors would not be resident as many cities have experienced empty apartments do not bring population growth.
- 3.5 Development in the city centre is unlikely to occur in any desirable time scale as the development footprint available is too large. We will end up with a few dotted in existing residential suburbs, driving adjacent residents out. Acne type development - everywhere all at once where you don't want it.
- 3.6 Council has lost the Discretionary rights - to encourage support and facilitate development. This process could encourage a mixed demographic of rentals, affordable, larger apartments and smaller studios. All bringing different people to enhance the city mix.
- 3.7 This plan will kill the hope of rejuvenation of our city centre, which should be the first priority of this plan change.
- 3.8 Flood prone properties price inflation - Residents who want sunlight to their home will move to locations where light is protected. This could fuel a price boom in our coastal flood residential zones as these areas are not affected by the new rules. It is a feasibility that ratepayers in the future will be footing the bill to relocate residents in a future flood disaster - Council should not be driving a price boom in this area at this time.

4 Future focused infill development in a well functioning urban environment, increased diversity and quality of housing choice.

- 4.1 New General Residential zone
- 4.2 Planning changes in the general zone are great. It will allow for intensification that is diverse and cost effective.
- 4.3 Allowing up to 3 dwellings on a site would allow for small infill houses and partitioning, turning a large house into a couple of dwellings. This would significantly and quickly allow for population growth in the city fringe and protect larger character homes as they could be split into several apartments.
- 4.4 Option to increase slightly
8m high allows for 2.1/2 storeys - gives a dynamic gabled street frontage with variation of form.
40% site coverage - could go to 50% where 25% is permeable
Side setbacks 1.5 front - could go to 1m at side and rear
- 4.5 Vehicles - Each site to provide one parking space / dwelling. On site vehicle parking places vehicle responsibility at hand of developer and not reliant on street parking to enable cycle lanes on street instead of vehicle storage.

5 A way forward

- 5.1 Scale. The city CBD is generally 1-2 storey non residential with newer buildings up to 4. Which are well liked and supported. There are 2 x 6+ storey buildings in the entire region. The city could easily accommodate 4 storey - with 2 additional storeys available through clever design (stepped back from road frontage), tradeoff for affordable units or buried parking. Keeping scale at the street edge essentially max of 4 storeys.
- 5.2 City centre Sunlight access. Existing adjacent properties would not be adversely affected as they are already designed for windows to 2 sides only. We don't have this design parameter in our existing residential zones.
- 5.3 The beating heart of the city. The city centre is begging for more intensive development. From previous consultation and attending public meetings, concerned residents appeared to generally support intensification by going up. It was believed to be within the CBD significantly increasing the population living in the city. If we went from current 100 residents to a city on a similar ratio to Wellington where 1/2 are buildings unoccupied by residents and the other taller than Nelson. 3000 residents in our CBD is a reasonable goal.
- 5.4 If we extended the city intensification (max 4 storeys) zone up Vanguard, existing commercial zoned sites and centre of Stoke and Tahunanui add another 2000 residents. If we aim to provide 22000 residents across the suburbs over the next 10 years. Then even if we only utilised the general residential zone rules we would need 4 sites per 100 sites per year to utilise the 3 dwelling rule. This growth is easily manageable with our Construction industry and would add value and diversity to our housing.
-

6 NCC is our key partner

Other cities before us have faced this dilemma.

- 6.1 They have leveraged carrot and stick with discretionary rules held by council to encourage preferred behaviour. We are letting go of this power. We could encourage:
- zero carbon.
 - Timber multi storey construction of which we have world leading expertise within the city
 - Diverse ownership models, rental, Kainga Ora, affordable, high end, short term tenancy, artist in residence.....
 - Discretionary Resource consent is seen within design professionals as a pathway to success. It is not a full Notified Consent, so has the advantage of success while a set of parameters to meet.
 - Design guides or Urban design panel could equally provide parameters for good quality solutions.
- 6.2 However activities that do not feed our residential based vibrant city (such as car yards) can either develop above (4 storeys of apartments) or move to an industrial zone.
- 6.3 Every new development in the city should be mixed use including residential accommodation or have to justify why it is not suitable due to the noise / odour of the activity and then suitability of City location should be questioned.
- 6.4 It is critical to keep Resource Consent - Discretionary process to enable prohibition and encouragement of desired outcomes.
-

7 A new Medium density rule

Christchurch medium density rule.

- 7.1 Any general Residential site can change to medium if they meet certain criteria
- Min 1500 m² (amalgamate 2 or more sites)
 - Go to density of 30 - 65 dwellings / hectare from existing 10 - 15 dwellings.
 - NCC existing residential ratio is 13 / hectare new General zone will be 50 / hectare.
- 7.2 Large sites provide the flexibility to design medium density housing in a way that fits in with the surrounding area. The space available can be used to vary the design and pattern of buildings on the site and to incorporate useful and attractive open areas.
- Taller buildings (up to 11 metres high) must be located away from boundaries so they do not shade or overlook neighbours.**
- Rules that comply with all criteria can be processed without the requirement for limited or public notification

Maximum height of 11m (three storey) except within 15m of a Residential Suburban zone boundary where limited to 8m (two storey)

- 4.5m road setback unless otherwise stated, and garages and carports must be located at least 1.2m be façade of the unit for residential units fronting the road
- 1.8m setback from neighbouring properties unless otherwise stated
- Recession Planes from internal boundaries
- Minimum unit sizes of between 35m² (studio) and 90m² (3 or more bedrooms) and a requirement for a where 6 or more units are proposed.
- Ground floor habitable space requirements
- Outdoor living space requirements include:
 - » Units with 2 or more bedroom units – 30m² per unit, with 16m² being private and accessible.
 - » Ground floor 1 bedroom units – 16m² per unit, minimum dimension of 4m, all private and accessible.
 - » Upper floor 1 bedroom units – 16m² per unit, with 6m² with a minimum dimension of 1.5m being private accessible.
- 1 car park per unit, and 1 cycle space per unit (unless the car park is provided in a garage)
- 40% site coverage by buildings
- Outdoor service space of 2.25m² per unit with a minimum dimension of 1.5m, plus 3m² with minimum c for washing lines
- Landscaping and tree planting requirements
- Acoustic insulation near some types of road
- Maximum building coverage of 40%.

8 Hazard zones

8.1 Hazard Slips

The Geotech requirement for Slip prone sites is essential and a good addition to this plan.

8.2 Flood risk - Ignore and pay later

Flood prone sites are ignored in this plan - with unintended consequence risk as noted above - price boom. The plan change in its current form would fuel a property boom for homes near the city that have protected access to light.

8.3 Flood risk - Wetland proposal

Alternative proposal - Flood prone sites in residential zone - Wetland proposal.

Resource Consent Discretionary option to Jack up existing houses on piles to 10m max height if the site has 100 % permeability at ground level. By lifting the house off the ground with the residence elevated on piles - think Fiji Bure (1-3m as required with the ability to continue to jack up over time - as flood risk increases) - The size of the residence will not increase, it is a method for flood protection of habitable living space. Daylight restrictions would not apply as the goal would be to lift all adjacent properties for mutual protection.

8.4 This proposal needs:

- More development by experts in this field on suitable heights as a flood resilient response for the city
- Coordination with council & experts for suitable flood absorbent planting
- Review of services to be closed system as per marina developments,
- Funding at a National level from climate funds to enable highest risk/ lower lying properties protected first.
- The potential cost would be in the region of \$50 - \$100K versus \$1mill to buy out a property.

This proposal both highlights the risk to residents, provides a plan that maintains value in property and ongoing viability of

8.5 residential accommodation for a significant portion of our population. The risk of Insurance flight and abandoned homes is imminent if nothing is done.

9 Stage reviews

9.1 Build in review stages - with population growth.

9.2 This alternative proposal is based on the CBD being the primary population growth driver. Review every 5-10 years for critical population targets set out in this plan. Adjust as required.

9.3 The proposed medium density rule could be brought in once the CBD hit a population of 2000 - to really focus development in this area first.

9.4 The new general residential rules will kick start a huge amount of infill without a medium density rule in play.

10 Conclusion

10.1 Nelson can provide a future focused planned built character based on our existing typologies, that will encourage infill development in a well functioning urban environment and increasing diversity and quality of housing choice. This plan change could stimulate our city and provide for growing population that will continue to thrive over the generations.

10.2 However the proposed medium and High density rules do not meet this criteria and should be removed.

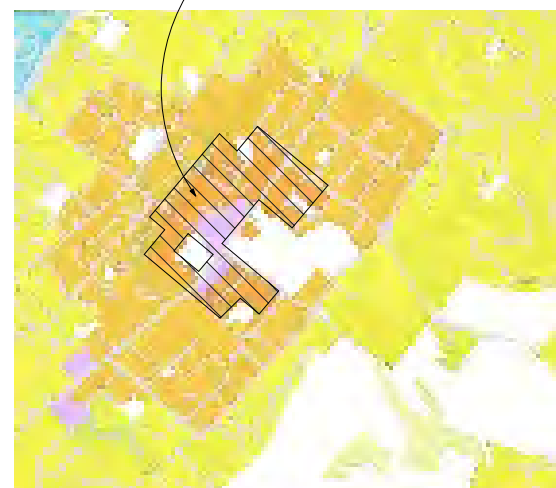
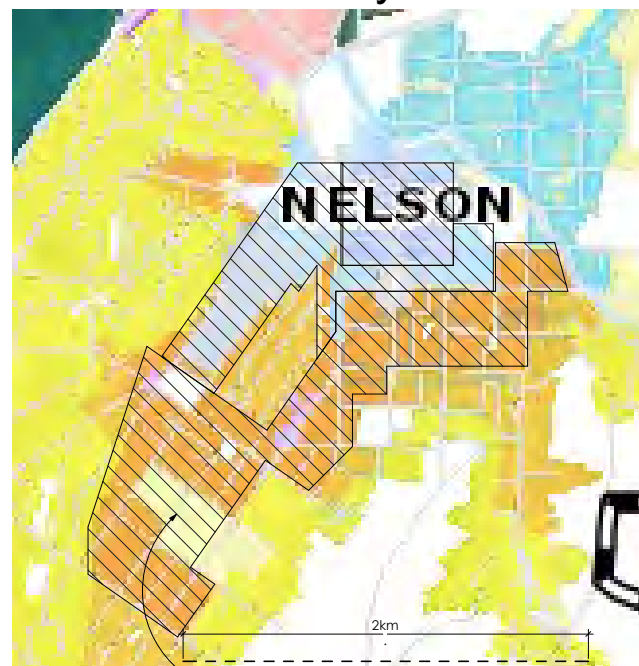
10.3 Adjustments made to the Inner city / commercial and a new Medium density option based on Christchurch Medium density rules for additional height and terrace style housing.

10.4 As an Architect I am excited by the prospect of a rejuvenation of the city and surrounding suburbs. Many people choose to live in Nelson and we can be the city of choice if we define who we are and reflect that in how we develop our city. We can do this by enhancing what we already have.



Wellington City

NCC - Nelson city centre



NCC - Stoke

SP Architect Stephanie Phillips Architect 11 Van Diemen Street Nelson 7010		CLIENT	
Existing NCC city centre 0.3 km2		ISSUE	
New High density 1.4 km2 New Industrial 0.6 km2 Stoke centre City centre and high density 0.4km2		PROJECT NO.	
Total new 2.65km2 9x area		PROJECT	
Similar area in Wellington all of town , Te Aro		DRAWN BY Author	
Need to add in Mt Victoria out to Oriental parade meet a sim area for Nelson		PROJECT ADDRESS	
SPA			
1.0			

Online submission

This is a submission that was made online via the Council's website.

Submitter No.	S598
Submitter Name	David Rees
Submitter first name	David
Submitter middle name	Alan
Submitter surname	Rees
Submitter is contact	Yes
Email	daverees9@gmail.com
Wish to be heard	No
Joint presentation	Yes
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Entire Plan Change	General opposition	Oppose		I would like Council to consult in full with its citizens in restricting any high rise development to the CBD only and a maximum of 3 storey buildings in all other residential areas and to use all other options to intensify residential building in the wider Nelson city.

I object to the PC29 change and the impact it would have on Nelson city. Any future high rise development should be carried out in the existing CBD where there are already high buildings. Building beyond 3 or even 2 storeys should not be necessary in general residential areas, especially on relatively flat land. The topography of the land is a factor: the apartments on Beach Road stick out like a sore thumb whereas those on Wakefield Quay, of a similar or even greater height, don't because they back onto cliffs.

If, in time, no further intensification became possible in the CBD growth should then spread out from the CBD as necessary.

Regarding necessity, the population growth of Nelson city over the next ten years is projected to be 3,500. That's 350 per year. This equates to 105 new dwellings based on accepted modelling. This level of growth should not need the drastic intensification which is proposed in PC29. Surely it could be accommodated by more high-rise in the CBD coupled with 2 or 3 storey town house, terraced style buildings in general residential areas outside the CBD.

Any buildings higher than their surroundings should be subject to reasonable constraints with regard to stealing light and blocking outlook. PC29 should not remove these constraints.

Any intensification should not ignore facts of life. I have seen developments in Europe where the density of dwellings increases, access roads become narrow and insufficient allowance is made for parking or the placing of multiple waste and recycling bins. Any intensification should allow for this.

I believe any changes to the city need to take into account the views of the citizens of Nelson and the council needs to listen seriously to the objections to steamrolling through PC29. The council is good at

notifying citizens of road works, drainage works and other initiatives at a local level but PC29 impacts on every citizen in every part of the city. There needs to be a high level of consultation with the public before any changes are introduced. Elected councillors need to make their individual views very clear to voters. Concerning the residential zones, the categorisation of the density of areas seems quite arbitrary. In many cases one side of the street is in a different zone to the other. Also one questions why there needs to be no less than 8 different residential zoning categories.

In the recent past there was talk of building houses on the extensive low-lying land at the Glen. There are obvious flooding risks here due to rising sea levels. However with land reclamation surely this could be zoned as an out-of-town commercial and industrial area releasing land in central Nelson, Stoke and Tahunanui for residential building.

Also with the demand for central city retail shops falling some of these properties could be rezoned as residential as could unused space above shops. There are many unused buildings in Nelson which could become residential before we have to start building six storey buildings in low-rise residential areas.

In summary Nelson's population growth is modest, high rise buildings would change the nature of residential areas outside the CBD and people's enjoyment of their existing homes, council should respect the views of its citizens and voters and all other avenues should be explored before going above 3 storeys.

Online submission

Received: 31/10/2023
NDOCS-539570224-18394

This is a submission that was made online via the Council's website.

Submitter No.	S599
Submitter Name	Dorothy Waygood
Submitter first name	Dorothy
Submitter surname	Waygood
Submitter is contact	Yes
Email	golddotty@live.com
Wish to be heard	No
Joint presentation	No
Trade competition	I could not gain an advantage in trade competition through this submission.
Directly affected	N/A
Withhold contact details?	No

Submission points

Plan section	Provision	Support/oppose	Reasons	Decision sought
Entire Plan Change	General opposition	Oppose	Having lived for over 80yrs I find myself confused and disappointed with the process the current council has taken with regard to Nelson citys growth. Democracy is something generations of us have fought for. I am very disappointed to reach this junction in my life where the thoughts and best interests of the community are not considered by so few, temporary elected individuals. Their lack of respect is unforgivable. I disagree with all elements of Plan Change 29 and would like to be included in all aspects of the plan process.	I would like the council to rethink its current plan and follow the governments instructions on completing a teir 2 plan.

Documents included with submission

None

RMA Submission Form for Publicly Notified Plan Change 29



Return your submission by 4pm on
Tuesday 31 October 2023 to:

Senior Planning Administrator
RMA Plan Submissions
Nelson City Council
PO Box 645
Nelson 7040

(Hand delivery or courier to: Ground Floor, Civic House, 110 Trafalgar Street,
Nelson 7010 or email to: environmental.planning@ncc.govt.nz with plan
change no.29 in the subject line)

OFFICE USE
Submission No: <u>5600</u>
Date Received Stamp: <u>31/10/23</u>
NDOCs No: <u>539570224-17922</u>

*Required

Submitter Details

Full Name*	<u>Michael Levy & Katherine Mann</u>		
Organisation			
Contact Person			
Postal address*			
Telephone*	Email*	<u>michael.levy.nz@gmail.com</u>	

Trade Competition*

If you are a person who could gain an advantage in trade competition through the submission your right to make a submission may be limited by clause 6 (4) of part 1 of Schedule 1 of the Resource Management Act 1991.

- ☒ I/we **could not** gain an advantage in trade competition through this submission.
- ☐ I/we **could** gain an advantage in trade competition through this submission. *if yes, please complete the following:*
- ☐ I/we **are** directly affected by an effect of the subject matter of this submission that: (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.
- ☐ I/we **are not** directly affected by an effect of the subject matter of this submission that: (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition.

Council Hearing*

- ☐ I/we **do not** wish to be heard in support of my/our submission.
- ☒ I/we wish to be heard in support of my/our submission. If yes:
- ☒ I/we would be prepared to consider presenting my/our submission in a joint case with others making a similar submission at any hearings.

Public information

Please note that your name and address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as council.

Signature of Submitter*

(or person authorised to sign on behalf of submitter - a signature is not required if you make your submission by electronic means)

31 October, 2023

Date*

RMA Submission Form for Publicly Notified Plan Change 29

The specific provisions of the Proposed Plan Change that my submission relates to are as follows:

- | | |
|--|--|
| ☒ Entire Plan Change | ☐ Papakāinga |
| ☒ Residential | ☐ Transport |
| ☒ Inner City and City Fringe | ☐ Mapping |
| ☐ Industrial | ☐ Infrastructure |
| ☐ Suburban Commercial | ☐ Area outside of Plan Change |
| ☒ Natural Hazards/Climate Change | ☐ Subdivision |
| ☒ Heritage | ☒ Other |

- | | | |
|--------|--|--|
| I/we*: | ☐ Oppose the Plan Change in part | ☐ Oppose the Plan Change |
| | ☐ Support the Plan change in part | ☐ Support the Plan Change |
| | ☐ Are Neutral about the Plan Change | ☐ Request amendments to the Plan Change |

My submission is*:

(Include whether you support or oppose the specific provisions or wish to have them amended, and reasons for your views)

See attached.

RMA Submission Form for Publicly Notified Plan Change 29

I seek the following decision from the Council*:

(Give precise details, where amendments are sought, provide details below of what changes you would like to see).

See attached

Note:

- 1) This form is only for the purpose of making a submission on Proposed Plan Change 29 to the Nelson Resource Management Plan. It is NOT for making a further submission (i.e., in support or opposition to an original submission) or for making a submission on a resource consent or on Council's Annual Plan.
- 2) It is not mandatory to use either the cover or content sheet of this form, however your submission must be in writing and provide the necessary information as indicated on the form, e.g., what is supported or opposed, the reason why and the decision sought, full contact details, etc.
- 3) Council cannot accept a submission that does not clearly indicate what a submitter wishes Council to do (i.e., Council to make a decision to refuse, amend or accept the Plan Change). Please indicate specific recommendations if amendments are sought. Council also cannot accept a submission that does not relate specifically to the Plan Change. In these cases, the submission may be considered 'Out of Scope' and may not be considered further.
- 4) Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):
 - a. is frivolous or vexatious.
 - b. discloses no reasonable or relevant case.
 - c. would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
 - d. contains offensive language.
 - e. is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Michael Levy and Katherine Mann

Plan 29 submission

31 October, 2023

Why we live in Nelson

Michael grew up in Richmond and recently, he and Kate returned permanently to Nelson after many years overseas. Last weekend we attended a Cawthron Open Day, two Film Festival movies, an Arts Festival event, Mariners Service at the Cathedral and time on our boat – almost all within a short walk from our home. We love living so close to so many interesting people, activities and events. The waterfront, access to the beach, the National Parks and Lakes, the Port and the ever-improving Marina, sailing, NMIT, arts and crafts and multicultural events, the NCMA and on the list goes – wonderful! We are busier and more engaged with our community than ever before.

Our submission

Thank you for allowing us to participate in this process. We do understand that the Planners have somewhat prescriptive regulations to adhere to. However, we have been to many of the public meetings and have discussed the key matters with a good number of fellow Nelsonian's as well as senior members of the Council. Whilst there are many aspects to the Plan, our priority callouts are as outlined here. We believe sincerely the Plan needs serious reconsideration and rework.

Population growth and consequences

It is our understanding (and reading of the documents) that population growth assumptions are relatively modest and are modelled on the past and projected from that basis. It appears that no consideration has been given to creating an inflection or disruption to that "growth" ...either to increase it (broadly or in specific sectors of the population) or to reduce it. It is our view that just allowing the population assumptions to stand (and thereby increase the number/share of older people) does little to contribute to relative growth from younger people who could bring so much to the City. Some questions –

- Do we just let nature take its way with population growth?
- If yes, how does that assist in bringing young and new talent here?
- The City suggests that it is a "Smart Little City" – It's not evident to us what is really meant by this? Does it mean "blue" (as to do with the Ocean and Rivers)? Does it mean "green" (as to do with Climate Change and choices around that subject)? Does it mean IT and technology (then how to bring young people to be attracted here and lead such "Smart-ness")?
- Do we really want a "Smart Little City? Do we know what we want? How should our future population be "managed" to assist with this?

The Haven, Marina and the Port

The exits to the City along Haven Rd and Wakefield Quay are potential assets way under-utilised. We understand that previously a comprehensive plan had been developed to increase the attractiveness and drawing potential for both locals and tourists for these areas. The plans for the Marina development are excellent, the Port is a major asset and key to multiple "Blue" Industries.

- What consideration has been given to investing in this area as both a solution to some of the issues Plan 29 creates and as an added value area of great potential to our City?
- This area could also be useful for additional housing (eg a small start is happening right now at the beginning of Haven Rd), for entertainment and tourist attractions (Haven Rd and more on Wakefield Quay) – yes?
- Do not waste the opportunity. Our waterfront is a wonderful asset and we know well how the Auckland Viaduct and Wellington Waterfront have been transformed (likewise in a number of International Harbour cities). Consider Haven Rd also as an asset for additional accommodation – including (especially) High Rise. Please look at it and do not miss the moment to capitalise on the wonderful Nelson Haven area.

Climate Change

This may be the most significant issue confronting our short-medium term future. Whether it be low-lying land at risk of flooding (The Wood, Maitai, Inner City) or the Tahuna Hills/Atawhai where torrential rain changed lives and homes for many a year or so ago.

We have been told several times that this topic is off the agenda because the country (Central Government) must get its own act together before the City can respond. Risk reduction and proactive changes feel mission critical for many in our community. It should be right near the top of any agenda.

- Small communities are able to deal with this...last week on Radio NZ a news item covered a small coastal town partnering with their Council to take significant action.
- How can you make plans for the City when no one talks about the elephant in the room/on the table?...Climate Change needs action now.....please.
- Many people have voiced a concern around what is being done proactively on this matter. We agree. It is very important so let's get on with some consultation and work here...like right now? Let's not kick that very wet can further down a future road?

High-rise...Inner city vs other parts of Nelson

Many inner cities world-wide are dying. Globally, the pandemic for sure did not help inner cities. There are by contrast some International cities plus examples from Auckland (Viaduct) and Wellington (Harbour) that are proactively doing better and changing their approach.

A vibrant city needs many aspects to it. High Rise is part of it. Character and accessibility to activities is part of it. Nelson is a walkable City – that is a real plus. Everything feels like it is 5-10 minutes walking distance. We support a Plan that thinks carefully and strategically about this. We support managed High Rise in the Inner City.

However, when we walk from the Cathedral Steps to the Council Building and across the side streets we feel concerned for our Inner City.

- Do we have a clear vision of what the Inner City might look like in 15-20 years? What do we really want here?

- If younger people are part of our answer how do we create an appropriate sense of liveliness, excitement and night life as well as affordable accommodation?
- A recent article in Stuff ("Can we intensify Nelson without a design?"....Timo Neubauer October 23, 2023) touches many points that we agree with....these include a shared plan and vision **agreed with the community**, looking for good examples outside Nelson and outside NZ that we might learn from and understanding that well-designed towns and cities don't happen by chance.
- Can the Council play a financial role in starting some CBD accommodation projects - accommodation/high rise etc? Consider a staged approach to high rise rather than scatter everywhere?
- We see less need for high rise outside the Inner City. For sure if that is to happen there should at minimum be real limits on the number of high-rise buildings built there?

Affordable accommodation

It is difficult for many people (younger and older) to afford to live reasonably in Nelson. Nelson is not unique to this issue across the country. This must be addressed and likely controlled High Rise is part of the answer.

Heritage and character

We are fortunate to live in a Heritage Precinct (Wakefield Quay). The Heritage nature of many parts of Nelson are integral to what the city is.

- Yet are we not proposing to reduce the number of Heritage homes?
- Is the character brought by those homes not a significant part of what Nelson is?

Our specific asks of Council

- Review again the special opportunity created by the "Nelson Haven". Do not waste the opportunity. Our waterfront is a wonderful asset and we know well how the Auckland Viaduct and Wellington Waterfront have been transformed. Consider Haven Rd/Wakefield Quay also as an asset for additional accommodation – including High Rise.
- Climate Change needs to be addressed ASAP. We should not wait for Central Government. The comments in the NRMP are modest at best. Key areas of our City are at risk and should be addressed....NOW.
- Reconsider Inner City vision – be very clear about what it is and what we expect for our CBD.
- Seriously reconsider the approach to High Rise – prioritise the CBD and tackle it in a stepwise approach. Be thoughtful about how best to implement this. Many citizens support this approach.
- Review again the importance of Heritage buildings to the Nelson 'character' – preserve what we have - don't reduce or eliminate in a significant way as planned right now.