

PROPOSED PLAN CHANGE 29 TO THE NELSON RESOURCE MANAGEMENT PLAN – HOUSING AND HAZARDS

Chris Horne Summary Statement for Telcos

1. My evidence only covered a limited number of points relating to the new definition of *Regionally Significant Infrastructure* and limited provisions relating to flood hazard areas.
2. Issues specifically raised in my evidence are fully resolved by the Joint Witness Statement (JWS) in relation to Infrastructure and Planning dated 24 July 2024, and the addendum to the s42A report prepared by Ms Sue Robb dated 19 August.
3. There is one further matter I request the Commissioners consider that was not covered in my evidence but arose during expert conferencing for Flooding and Planning and which I consider has scope to be addressed via a submission by Nelson Airport Limited.
4. **Definition of Nationally and/or Regionally Significant Infrastructure.** There is an agreed definition in the JWS for Infrastructure and Planning which I support (see paragraph 3.2 JWS).
5. **Policy DO2.2.4 flood hazard, use and development in flood areas.** This policy was discussed in the Flooding and Planning expert conferencing but not resolved through that process. I confirm that the amendments to the Policy set out in Appendix 1 to Ms Robb's addendum satisfactory resolves the matters in regard to this policy raised in my evidence and ensures that the policy properly recognises that there may be functional and operation reasons to site infrastructure in flood hazard areas.
6. I also support the insertion of new definitions of *Functional Need* and *Operational Need* as per the definitions in the National Planning Standards as recommended by Ms Robb at Paragraph 39 of the Addendum.
7. **Poles (Aerials) and ancillary earthworks in flood hazard areas, except in Flood Path or Floodway.** Telecommunications poles and attached antennas are defined as "*Aerials*" in the Nelson Resource Management Plan. I confirm that the amendments set out in

Appendices 4, 5, 6, and 7 in relation to *Aerials* satisfactory resolves the matters raised in my evidence in regard to the risk profile of this equipment in flood hazard areas in Residential (RE) and Inner City (IC) Zones. The Telco submissions only specifically addressed these rules for Inner City and Residential Zones.

8. ***Aerials in Industrial Zones.*** The JWS for Flooding and Planning dated 30 July 2024, while not recording an agreed position on provisions, recorded that Council staff would review the rules for network utilities and earthworks in Inner City and Residential Zones, as well as Industrial Zones to extent that there is scope¹. Whilst the Telco submissions did not specifically address Industrial Zones, the Nelson Airport Limited submission S478.015 does and seeks amendments to the rules (including INr60D and INr60E) to ensure there are specific exemptions or exclusions for national and regionally significant infrastructure (submission point attached). On this basis, I consider that there is scope under this submission to make the same amendments to Rule INr.60D.1 and INr.60E.1 in regard to *Aerials* in the same manner as is recommended in the Addendum for Rules REr.83D.1, ICr.59D.1², REr.83E.1 and ICr.59E.1.

¹ See Para 3.2(b) and (c) of JWS Flooding and Planning dated 30 July 2024.

² Appendix 5 incorrectly labeled as REr.49D.1 in Addendum

Nelson Airport Limited Submission Point S478.015

S478.015	Industrial Zone Rules INr.60A to INr.60F, INr.72A. Flood Hazards and Liquefaction	Natural hazards in the Airport Zone	Oppose	Nelson Airport is identified as nationally and regionally significant infrastructure and is located in an area that is subject to a flood overlay (partial coverage of airport land), inundation overlay (full coverage of airport land) and liquefaction overlay (full coverage of airport land). The introduction of new rules in the industrial zone provisions have the potential to severely constrain Nelson Airport which currently has an underlying industrial zone and also is seeking to pull the equivalent of the Operative Plan Industrial natural hazard rules over to apply to the Special Purpose Airport Zone proposed under PC30. These rules are opposed (as they relate to Nelson Airport land and activities) on the basis that they do not recognise or adequately provide for the scale and functional requirements of significant national and regional infrastructure which often requires large scale earthworks where the risk of effects from natural hazards to buildings and people are substantially lower compared to other zones and activities.	That Rules INr.60A-INr.60F and INr.72A are provided with specific exemptions or exclusions for national and regionally significant infrastructure to ensure Nelson Airport can practically advance future works and activities commensurate to its scale and specific functional requirements.