

S275

Voided

SUBMISSION FORM FOR NELSON CITY COUNCIL NOTIFIED PLAN CHANGE 29

Sub No: S276

NDocs: 539570224-16402

To: Senior Planning Administrator RMA Plan Submissions Nelson City Council PO Box 645 Nelson 7040	Submitter: Full Name: Jo Murphy. (Joanne) Address: Telephone: Email: murphyheslop@yahoo.co.nz
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- ☒ I could not obtain an advantage in trade competition through this Submission.
- ☒ I wish to be heard in support of my Submission at the Council Hearing.

I OPPOSE the Plan Change; and particularly the following

1. the creation of a High Density Residential Zone (HDZ), that has a max height greater than 12 m, as it is not mandated under NPS-UD 2020
2. the loss of the existing protection for sunlight to all properties, because it is critical component of residential amenity in a City as it provides warmth and energy efficiency.
3. The omission of any requirement to provide carparks in any new development

I SEEK the following decision from the Council

1. rear and Side Yard Setback of not less than 1.5 metres
2. an amendment to ensure that at least one car park is provided for each residential Unit in the areas presently proposed to be re zoned
3. That Council will prioritise Housing growth and intensification within the Inner City, before the current residential zones;

I REQUEST that Council appoints an independent Panel to hear the Submissions; and gives a further Notice extending the Closing Date for Submissions

I ACKNOWLEDGE that I have found it extremely difficult to digest the total effect of the proposed PC 29 and its supporting documentation of over 2,000 pages,

Other comments or concerns I have about Plan Change 29

Many properties were purchased at the peak of the property market. Social housing developments will negatively effect the value of these properties. It is also a concern that such developments will take place in elderly populated areas such as Stoke.

Suggestion for how Nelson could solve it's "so called" housing crisis

Parking must be provided for any developments.
 Permission from landowners around such developments must be obtained. Landowners around such developments must be subsidised for the decrease in property value.
 And yes properties will decrease in value. In my opinion, if there ^{was no}

I acknowledge that my name and address are required to be made publicly available

Jo Murphy

Submitter

10/10/23

Date

NB: TO BE DELIVERED TO NCC OR SENT TO environmental.planning@ncc.govt.nz by 4.00 pm

Tuesday 19th September

rental property
 and have ownership
 not an option.
 I would move
 towns/cities.
 Nelson is expensive
 consider moving
 elsewhere.

Online submission

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

Submitter No.	S277
Submitter Name	mark newman
Submitter first name	mark
Submitter surname	newman
Submitter is contact	Yes
Email	bettymark@xtra.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	papakainga-there is no need for racial discrimination land and transport-there is a need for parking requirements to stop on road congestion appendix 23-the aim was to protect the visual amenity and character of the area and maintain the vista both from the land and the sea.Removal of this appendix will allow development of the area which doesn't maintain this and will lead to the building of more apartment buildings such as latitude 41.It will lead to visual vandalism of Nelson's most iconic feature	plan scrapped and appendix 23 retained

Documents included with submission

None

Online submission

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

Submitter No.	S278
Submitter Name	Paul Lunberg
Submitter first name	Paul
Submitter middle name	Bruce
Submitter surname	Lunberg
Submitter is contact	Yes
Email	lunberg@orcon.net.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	The reasons for my objection are defined above.	Despite the barriers put up against making submissions against Plan Change 29 I make this one: Regarding Proposed Plan Change 29 1. Enabling the intensification of development on land currently zoned for residential and commercial uses (Residential Zone, Inner City Zone, and Suburban Commercial Zone), that is not within areas potentially affected by significant natural hazards. Residential intensification will be enabled primarily through the introduction of three new residential zone areas: General Residential zone, Medium Density Residential zone and High Density Residential zone which enable density at varying levels depending on the area. 2. Changes to rules that focus on achieving a well-functioning urban environment (as defined in Policy 1 of the NPS-UD), within the General Residential Zone, Medium Density Residential zone, and High Density Residential zone areas; 3. Managing development in urban areas potentially susceptible to natural hazards (river and coastal flood, fault, liquefaction, and slope instability), within the Residential, Inner City, Suburban Commercial, and Industrial Zones (including in areas that will retain their current NRMP zoning); 4. Amendments to heritage buildings and other structures located within the Plan Change area including a new heritage precinct in Richmond Avenue; 5. Provide for tangata whenua to develop papakāinga housing; and 6. Alignment with the national planning standards and Medium Density Residential Standards where practicable. My views on the above: I am a long term resident of Nelson and feel strongly about issues raised by this plan. RE Part1 I do not believe we need to grow. We do not need any 'intensification of development' we actually need more parks and walkways. We need to be able to enjoy this lovely part of Aotearoa not some urban sprawl. The idea put forward in part 1 of the plan is totally contrary to the resident's wishes, we need to recognise that those of us who have made our life choices to live in this town should be listened to over the strident voices of developers who have no real interest in the lives of those already here. RE Part2 Section 2 has some emotive terms which help form the deceit inherent in this Plan – our city is already fairly well functioning! The truth is that further development will actually make it LESS well functioning. If the Council is hell-bent on increasing our population then why not consider greater density housing near the new developments near the Mitre10 Mega store? Perhaps between Nayland Road and Annesbrook drive/Main Road Stoke? To conclude. I am totally against this plan. It is not based on improving life in our city – it is based on greed and thoughtlessness. I also believe making it so complicated to make submissions is undemocratic and poor governance. Paul

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: S279
Date Received Stamp: 11/10/2023
NDOCs No: 539570224-16406

*Required

Submitter Details

Full Name*	RICHARD SELLARS		
Organisation	CONTINUUM ARCHITECTS LTD		
Contact Person	RICHARD SELLARS		
Postal address*			
Telephone*		Email*	richardbsellers@gmail.com

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.

R b Sellers
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)

10.10.2023
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
- ☒ Residential
- ☒ Inner City and City Fringe
- ☐ Industrial
- ☐ Suburban Commercial
- ☐ Natural Hazards/Climate Change
- ☐ Heritage

- ☐ Papakāinga
- ☐ Transport
- ☐ Mapping
- ☐ Infrastructure
- ☐ Area outside of Plan Change
- ☐ Subdivision
- ☐ Other

- I/we*: ☐ Oppose the Plan Change in part
☒ Support the Plan change in part
☐ Are Neutral about the Plan Change

- ☐ Oppose the Plan Change
☒ Support 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)

- My Submission is a general point about improving the community understanding of the implications of Plan Change 29.
- i. words and diagrams are often difficult for many community members to understand.
 - ii. Simple, scale block models show immediate effects of form & daylight changes
 - iii. Simple, scale block models (white cardboard, 3D printer?) illustrate, easily, the complex relationships between groups of buildings & the spaces around them.
 - iv. Models will assist in the evolution of site specific rules/guidelines, rather than a blanket 'one rule fits all' type of approach.

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).

to undertake to utilise
scale models to 'test' 3D
form effects in specific
residential, inner city
& city fringe scenarios.

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.

Online submission

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

Submitter No.	S280
Submitter Name	Nicola Gabelich
Submitter first name	Nicola
Submitter surname	Gabelich
Submitter is contact	Yes
Email	nicpaul38@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 opposition	Oppose		I reject Plan Change 29 in its entirety. In particular I believe the correct decision is to restrict any high and medium density living (ie 3 units per site, dwellings 3 stories or higher) to the Mixed Use and Centre City zones already set out in the draft Whakamahere Whakatū Nelson Plan and leave the areas currently marked "high density and medium density" under PC 29 as they currently are.

1. Inconsistencies, confusion, short time frame and lack of notice in the consultation process. The changes proposed under PC29 are significant and will have a dramatic impact on Nelson residents and the nature of our neighbourhoods. I do not believe there has been enough publicity around these changes to ensure people are fully informed. The council only extended the deadline on submission due to public pressure. The proposed changes are likely to have a significant long term effect on my neighbourhood, and potentially on me financially if the value of my property is affected. I receive detailed information to my letterbox about short term effects on my property, such as road closures for utilities repair. I have received nothing targeted to indicate there is potentially a big change to my property zoning. The documents available online are also not easy to interpret.

In addition there are inconsistencies between what has previously been proposed for the future growth and development of Nelson and what is being proposed in PC29. For example I now understand the draft Nelson Plan envisages only medium density zoning through the area now zoned "high density" in PC29, with a building height of up to 11m, whereas in the medium density zones in PC29 the proposed building height is now up to 12m. These inconsistencies create confusion and misunderstanding of what is now being proposed.

When there was general publicity about the draft Nelson Plan and the Future Development Strategy for Nelson, I did not understand that the intensification of "Nelson City Centre" would apply to me; I live in a low-rise, green residential neighbourhood and the maps did not show six stories in my neighbourhood. By using general terms like "city centre", and by mixing up the terms and the areas to which intensification applies, the Council has made it very difficult for anyone but professionals used to dealing with city planning/the Resource Management Act to follow what is going on.

2. Impact on amenity values

I understand that Nelson's population is growing and we need to be able to increase the density of housing in our inner

city. I would be supportive of 4-6 story high rise developments in the middle of town (perhaps to the edge of Nile Street, bordering the city), where we already have a multitude of high rise and commercial buildings. However I do not believe we should allow developers to build these 3 or 6 story high rise developments through our existing family neighbourhoods, especially without resource consent. Density of housing can be increased in these areas without the need for such tall high rise developments. There is an opportunity to enhance these neighbourhoods with, for example, 2 story apartments and subdivided sections for low level builds. This would enable progress in housing development without sacrificing the current appeal of the neighbourhoods and in a way that would be more considerate and reasonable to the existing residents. It would also be more consistent with the 3 story proposals in the Draft Nelson Plan.

The neighbourhood blocks from Nile Street up to Nelson College and between Rutherford Street and Collingwood Streets predominantly consist of older, single-family homes and low rise structures. These residential zones have long fostered a close-knit community where neighbours know each other and families thrive. We have supported each other through COVID-19 Lockdowns and civil defence emergencies- we know our neighbours.

Nelson is not a large city or main centre. People choose to live in Nelson because it is a small centre and due to the benefits this smaller size provides. Through attending public meetings on PC29 it is now my understanding that it is not compulsory for Nelson to comply with Tier 2 intensification. Tier 2 was intended for main centre intensification, with much higher populations and existing levels of high rise developments. We moved to Nelson from Auckland 16 years ago, to raise our young children here, in family homes surrounded by greenery and open spaces, and not in high rise buildings amongst the usual urban busyness you find in our bigger cities. Introducing high rises that would tower up to 19.5metres over these family homes would erase the unique atmosphere of this area and could negatively impact the quality of life and community for existing residents. It would interrupt the aesthetic harmony of our neighbourhood and disrupt the skyline.

I have been told the Plan change acknowledges the capacity it will enable far exceeds what is likely in the next 30 years. It acknowledges there are unlikely to be very many high density developments given the constraints. So to me this means that for the unlucky few, it could result in a very uneven looking neighbourhood, with apartments facing into neighbouring yards for some distance around, while the remainder are unaffected. It results in a lottery effect on amenity.

The changes are particularly significant for neighbourhoods like mine that are currently zoned "residential-lower density". The change from lower density to such high density will be a very significant change in how my neighbourhood looks and how I interact with my neighbours.

These types of high rise developments may also be more likely to attract absentee owners and a proliferation of Air BnB type accommodation which will also negatively impact on the existing residents

3. Congestion and parking issues

High rise developments are likely to exacerbate traffic congestion and parking problems. I understand the current proposed plan does not include mandatory vehicle access to each site. While many residents in the proposed high density areas will (hopefully) be limiting the use of their cars (by cycling and walking or taking public transport) the nature of our city means for most people at least one car is still required (for example to do the supermarket shopping, to take children to sport, for work, or to access the many wonderful outdoor areas that surround Nelson). Our public transport system is not sufficient to cover everyone's transport needs. With limited (if any) parking spaces provided within these new developments this inevitably means that the surrounding streets will become congested, causing inconvenience for both existing residents and newcomers. The added traffic could also cause safety issues for pedestrians, cyclists and children.

This is a particular concern in my neighbourhood, i.e for the streets in and around Hampden Street School and Nelson College (ie between Van Diemen Street and Hampden Street, and Ngatiawa and Ngatitama Streets). These are proposed to be 'high density' areas. Traffic and congestion issues in this area are already significant on weekday mornings and also between 2.30-3.30pm, with many residents often not able to access their own driveways, the streets often limited to one way access only, and at times completely gridlocked. School buses often find it difficult to navigate these streets and parking is already difficult for residents and students alike. Adding additional parking congestion pressure will make the situation untenable.

4. The chilling effect – sunlight and the impact on existing residents

The introduction of 3 and 6 story apartments through the neighbourhoods mentioned above could significantly impact property values in the vicinity. It seems that the analysis accepts there will be an effect on some residents in this way, but that it just unlucky for them and they should just accept that for a proposed "greater good". Most families in these neighbourhoods choose to live here for the current character and appeal of the neighbourhood, and they make their property investments with these factors in mind. Rezoning these areas to 'high density' could lead to uncertainty and decreased property values as potential buyers are put off by the impacts of surrounding high rise buildings and the prospects of increasing high density living.

Six, or even three story apartments looming over single story family homes would cast shadows over these properties, blocking the sun's warmth, natural light and be a significant invasion of privacy. This would severely compromise the liveability of these suburbs. These properties were never built contemplating a high rise building next door and there would be no measures that an existing homeowner could take to minimise these impacts to their property and lifestyle. Subjecting residents to these issues would be extremely unfair and unreasonable.

5. Strain on infrastructure

I realise that the Council might have done some analysis about infrastructure, but I am worried that rezoning the proposed high density areas would exert immense pressure on the existing infrastructure. Our roads, utilities and public services haven't been designed to cope with anything more than 1-2 story developments. Many of the utilities through this area are old and at times struggle to accommodate the current population density. We have lived in our current property for eight years and I can think of at least five times where we have had either storm water or raw sewerage overflowing into the street due to blocked or broken pipes below the road. These have been repaired at the time, but no area upgrade has been completed, only site specific repairs. Significant increases in residents in our area would strain these resources and negatively impact on the residents' quality of life. The blocks of houses in and around the bottom of the Grampians in particular already face increased risk of flooding, slips and water damage from heavy rain, with the current drainage system often struggling to cope.

6. Incorrect population statistics used.

According to publicly available Statistics New Zealand data, Nelson City's population has declined by 0.4%, in the most recent data available, to June 2022, with modest growth rates prior to this time, (with an atypical blip during Covid). This raises questions over where the growth figures used to justify PC 29 has been sourced from. In the Housing and Business capacity assessments published by Nelson City Council, this demonstrated there is sufficient zoned and serviced land in the Nelson Tasman Urban Environment to meet residential and business growth, for at least the next 17 years.

7. Destruction of Heritage Value.

Much of the area proposed to be zoned for three and six story apartment blocks is comprised of Victorian villas and bungalows. This housing heritage is part of Nelson's special character, appeal and unique aesthetic. Three and six storey apartments would severely disrupt the unique look and feel of these suburbs and destroy our heritage cityscapes forever. Nelson's special housing character is worth protecting. PC29 removes most of the current character area protection and there are currently no design controls to ensure that the housing intensification would be done with design guidelines to help new structures blend sympathetically with existing homes.

8. Bias on submission review panel

It was raised at a public meeting that the proposed review panel is currently three people: two NCC councillors and one independent chair. It is my understanding that these two councillors have already voted in support of PC29. As a result this panel is unlikely to give a fair, and unbiased review of the process once submissions close, which is unacceptable. The panel should be expanded to a total of five, to include a further two independent representatives, to ensure quality, unbiased decisions are made on such an important issue.

9 Correct zoning to revitalise our declining inner city.

Nelson's inner city CBD area is in a state of decline as retail shopping trends change, and many retail businesses have already closed. Sadly, the heart of Nelson has suffered and the previous vitality of our beloved city centre is eroding. As has already been acknowledged in previous Council plans, encouraging apartments to be built within the inner city area of Nelson would help revitalise the inner city centre. So, I would encourage the Council to ensure this strategy is enhanced and made as attractive as possible to developers through plan changes, to build apartments up to 4-5 stories high in the CBD and immediate surrounds, rather than in low-rise suburban neighbourhoods.

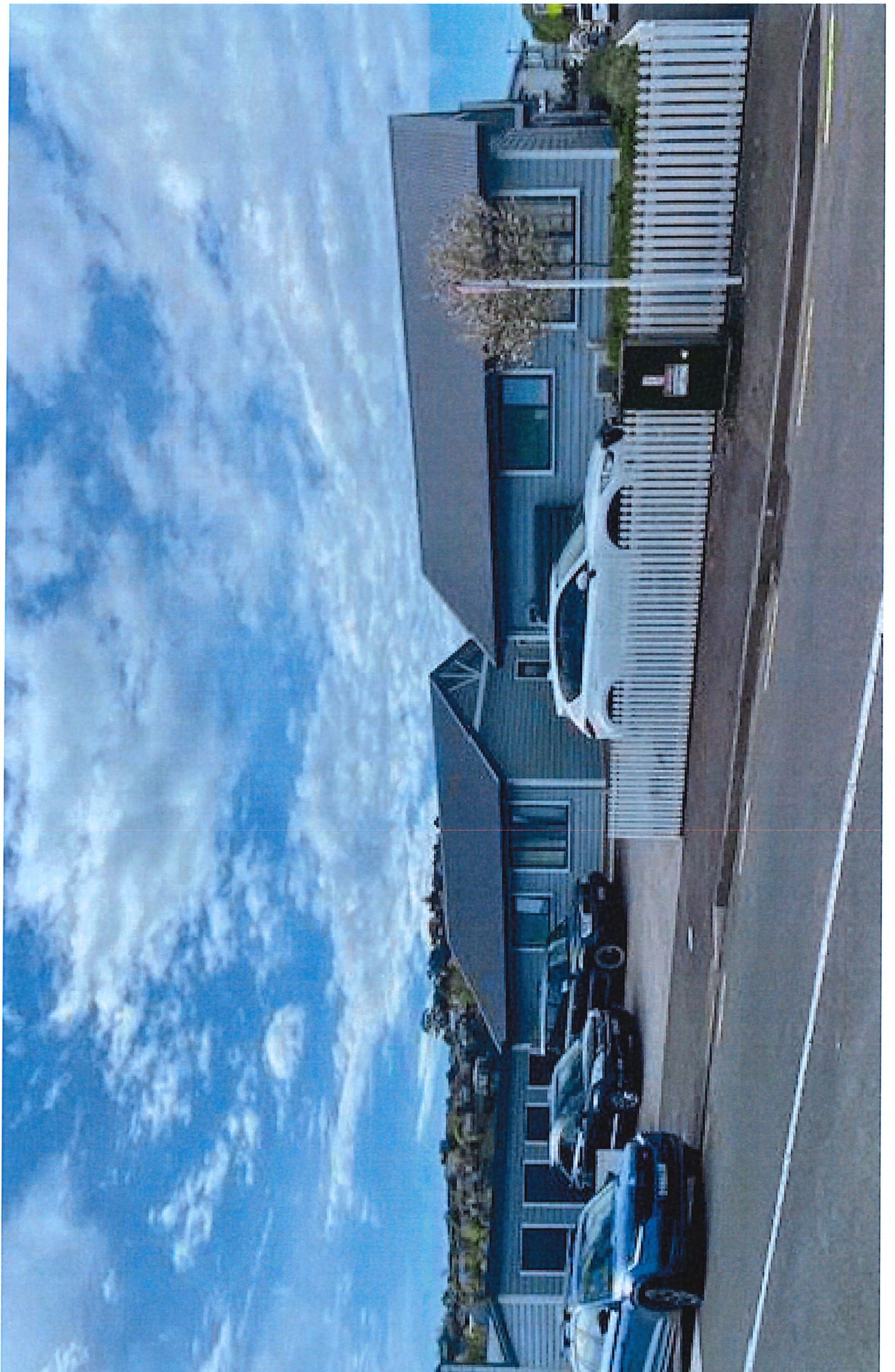
10. Low Rise intensification.

Already there are some examples of cleverly designed housing intensification on existing sites in Nelson that are only one -two stories high. These show that it is possible to intensify housing in a positive way, under the existing city planning rules. Perhaps some smaller rule changes could also be considered to enable more of these style of developments to occur, to gently and sympathetically intensify the existing suburbs. I have attached photos of several recent development as examples. One is in Richmond, rather than Nelson, but is a great example of what would work well in Nelson also.

Documents included with submission

Document name	Low rise intensification examples
File	richmondtownhouses.jpg
Description	a recent well designed 2 story multi dwelling site
Document name	Low rise intensification examples
File	img_5432.jpg
Description	Four single storey houses on one site, Cnr Totara and Vanguard st
Document name	Low rise intensification examples
File	tasmansttownhouses.png
Description	Well designed 2 storey quality townhouses in Tasman st
Document name	Low rise intensification examples
File	screenshot20231012at11.06am.png
Description	Well designed two storey townhouses, Lyall Bay Wellington









S281

Voided

Online submission

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

Submitter No.	S282
Submitter Name	Murray Lauchlan
Submitter first name	Murray
Submitter middle name	Wellesley
Submitter surname	Lauchlan
Submitter is contact	Yes
Email	murraylauchlan@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 oppose Plan Change 29 in total as I do not believe the plan change appropriately addresses the needs for higher density housing in Nelson or the manner in which I want to see Nelson develop in the future with respect to the appearance of our residential housing areas. My main issue is around the height to which housing can be developed in the MDZ and HDZ zones.	Plan Change 29 is dropped in its entirety.

Documents included with submission

None

S283

Voided

Online submission

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

Submitter No.	S284
Submitter Name	Alison and David Mountfort
Submitter Company/Group Name	Alison and David Mountfort
Submitter is contact	Yes
Email	david@mountfortplanning.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
Residential Zones	Medium Density Residential Zone	Oppose		Our Submission concerns the area proposed to be zoned as Residential Medium Density (RMD), centred on Mount St, Konini St, Locking St and Wellington Streets Streets, between Kerr St in the north, Wellington St and Renwick Place to the east, Locking Tce and the walkway to Vanguard St to the south, and extending at several points to Vanguard St in the west. For convenience we will refer to this area as the Mount St Hill. The decision we would like the Council to make is to reject Plan Change 29. In the alternative we seek either that the Mount St Hill retain the Residential zoning from the existing NRMP, or that it include the area in the existing Lower Density area in the NRMP. We recognise that this may necessitate a formal variation to PC29. We do not seek that the zoning be changed to General Residential, as this would also be unsuitable for the reasons below.

1 Description of the Mount St Hill

1.1 The Mount St Hill is an old suburb. It takes the form of a long, narrow, steep sided ridge lying north to south with a narrow crest, except where this broadens slightly towards the top. It contains about 250 existing homes, mostly older.

2. Roding

2.1 The roading pattern was cleverly designed to traverse across the steep slopes at a gentle angle, swinging from side to side and over the crest, rather than going straight up the very steep sides of the hill. This results in there being two long roads, Mount St and Konini St, and three shorter ones, Renwick Place, Locking St, and Wellington St. The main spine route consists of Wellington St from the east, Mount St along the crest of the ridge and Konini St downwards to the west. There are shorter branches of this spine at Renwick Place, Locking St and a parallel branch of Mount St which is separated by a steep bank from the rest of the street. There are two tight 180 degree bends where the main route swings to the other direction. There are only two practical road exits from the hill, at Examiner St to Rutherford St on the eastern side and Gloucester St to Vanguard St to the west. Locking St has an awkward, narrow exit to Tipahi St to the south, but the street is so narrow and visibility so limited at the top that this is scarcely used, except perhaps by residents of Locking St who have reason to go to the south. There are three walkways off the hill, all steep and including steps.

2.2 A difficulty with this roading pattern however is that both Konini St and Mount St are long. Konini St is 900 metres long and Mount St 870 metres. Most of the traffic from new housing on the hill will be using these one of these roads, concentrating congestion and safety issues that we foresee.

2.3 The roads are all much narrower than would be expected under modern standards. Some are long, sometimes winding and mostly poorly equipped with footpaths and on-street parking. There are no turning heads on the side branches. There are narrow grass verges in a few places which tend to be used for parking cars. It would be impossible to widen any of the roads without either deep excavations into the fragile steep slopes or high retaining walls or both. Both of these options would either cut off or oversteepen many existing private driveways. In many places the carriageways provide only a single lane to serve two way traffic, sometimes with the ability to provide on street parking on one side only. Narrow footpaths exist in places but are largely absent and where they exist are often intruded on by parked cars occupying part of the footpath to make space on the roadway. As a result drivers must carefully share the roads with each other, cyclists and pedestrians, frequently having to pause where there is available space to allow vehicles to pass. Sometimes this requires driving over the kerb onto footpaths. In places trucks, including the weekly waste collection vehicles have to reverse long stretches of road because of the lack of anywhere to turn. In places, visibility of oncoming vehicles is very poor, such as towards the lower end of Mount St going downwards.

2.4 As a highly experienced resource management planner and recently retired Hearings Commissioner, David Mountfort has considerable experience in traffic engineering matters and has frequently worked with or heard evidence from traffic engineers. It is his understanding that traffic lanes should be 3.6 metres wide, parking lanes 2.5 metres wide and footpaths at least 2.5 metres wide, making a total formed width of 17 metres, and this is an appropriate width for a medium density suburb in his opinion.

This could possibly be narrowed by having parking and footpath on one side only, making a total formed width of 12, which may be tolerable but would be sub-optimal, in view of what is stated below about likely parking demand. If this was the case it would be important to prevent cars parking on the footpaths, something it may be very difficult to do effectively.

2.5 Not one of the streets on the Mount St Hill has anything like this amount of formed width, and in most cases it is considerably lower. For this reason alone it is our opinion that the Mount St Hill is completely unsuitable for medium density housing development. We believe that Plan Change 29 would create an unpleasant and unsafe traffic environment for residents, long before the level of development approached the enabled levels.

2.6 Most existing houses have drive on access and parking, but there is a good deal of on street parking as well, particularly overnight and at the weekends as obviously households often have multiple vehicles, and visitors. This is well illustrated in the photographs accompanying the submission by Mr Steve Webster.

Exit points and congestion

2.7 The two main exits from the Mount St Hill, at Examiner and Vanguard St are already difficult to turn out of at busy times, even to the left. With the significant levels of development proposed, congestion and delays at these exit points would inevitably result, with temptations to take dangerously short gaps. It is already not unusual to find oneself in a short queue to turn right and experience delays of several minutes. Traffic signals would assist the exiting traffic but at the cost of creating more delays on Rutherford St and Vanguard St. Rutherford St in particular cannot afford this as it is part of the Waimea Rd route, one of only two southbound routes away from the centre of Nelson and already heavily congested at peak times including school pickup period.

3. Development Capacity Under Proposed Zoning

3.1 There are approximately 250 homes on the Mount St Hill. The theoretical capacity for existing sites under the Medium Density Zone or General Residential Zone on existing sites as a permitted activity would therefore be approximately 750 homes (at three residential units per site) but these numbers could be increased significantly by the subdivision of existing properties, as the minimum area for a vacant site to be created by subdivision is only 200m², and most properties on the hill appear to be at least 600m² and some exceed 1000m². Because most homes are old, subdivision is likely to become an economic option enabling greater numbers of new dwellings.

3.2 Greater numbers of dwellings could also result under restricted discretionary activity applications for four or more units on sites.

3 Our Property - Access and capacity

3.3 Our own property at 83 Mount St is at the upper end of the eastern branch of Mount St. Access is by a narrow, 2.5 metre wide lane. This is on legal road, which serves 5 properties (77-85 Mount St), with four existing dwellings. This lane would be unable to be widened due to the topography, falling steeply on one side and rising on the other.. There is no turning head. The situation is workable at present, with care, and because the neighbours know and respect each other. It has its own interest and charm at this level of development. Please see the accompanying photograph.

3.4 Theoretical development capacity of the existing sites off this lane would be 15 dwellings under the Medium Density Zone or the General Residential Zone. This would completely overwhelm this small lane. In this case, as the ridge broadens towards the top of the hill, subdivision of these sites may well be feasible, making matters worse. Our own property would probably be able to accommodate three new buildings if the existing older house was demolished. The other properties are similar in size and contour.

3.5 We consider this lane could not adequately support even the 15 households theoretical development capacity, let alone any increases due to subdivision or resource consent applications.

3.6 This is possibly one of the worst examples on the hill, but other examples of particularly poor outcomes could no doubt be found.

4. Rear sites, accessibility and safety.

4.1 There is vacant land on the hill, mostly behind the existing rows of houses along the roads. Virtually all of this land is very steep. At the lower end of Konini St there is vacant land directly above the street. It is almost as steep as a cliff, and evidence of several slips can be seen here, yet it is zoned Medium Density Residential. Here it would be impossible to develop new housing in our opinion, and this reinforces our suspicion that this zoning proposal has been a desktop exercise with no detailed, expert examination of feasibility. Even a simple site visit on foot would have demonstrated this.

4.2 Almost all of the land on the Mount St Hill is within Slope Instability Overlay Tier 3, except for parts of some properties along Mount St close to the road. Almost all redevelopment on the hill, except those properties therefore requires consent as a Restricted Discretionary Activity. However that RDA status would not enable consideration of traffic and parking issues.

4.3 Development of the steep vacant land would almost inevitably be on a site by site basis. The vacant land is almost all very steep. Even if existing houses were demolished and replaced, very steep driveways along the side boundaries would be required to leave room for building sites. Fit people only could walk these, without carrying very much at all. This comment is based on our own direct experience of one of the very few existing such driveways off Mount St, where friends lived until recently. One of the elderly couple had not walked up it for 20 years, and his wife only because she was exceptionally fit and healthy.

4.4 Drive on access is also necessary for young children, unwell or disabled people and the elderly. We challenge the ability of almost anyone to push a wheelchair or child in a buggy up one of these driveways or get safely down it. Even if people are able to walk on and off, it is still a long way from Mount St to the central city where services, work and entertainment and other destinations exist. There is no public transport. Walk on only access is unsuitable in wet, cold or windy weather.

4.5 Drive on access would also almost inevitably be required at the construction stage for delivery of building materials, furniture and large household appliances. The streets are too narrow to accommodate cranes for this purpose along with the normal traffic. Distance and slope would also make this option impractical in most cases.

4.6 Driving up and down very steep driveways is challenging at best and potentially unsafe. Provision for vehicles to pass each other would be essential on driveways serving multiple dwellings and would widen the accessways significantly.

essential on driveways serving multiple dwellings and would widen the accessways significantly.

4.7 A serious visibility issue will routinely arise with any new driveways leading up to Mount St, because there will usually be a blind spot just before the drive flattens out at the top of the ridge. Because of the steepness the driver of the upwards vehicle can see only the sky at this point and cannot see an approaching vehicle entering the drive. we have experienced this effect at an existing driveway.

4.8 Drive on access is also necessary for shopping trips, and deliveries or removals of larger items and many other aspects of ordinary life. The transition to electric cars will take away any feelings of guilt about car usage in a relatively short time.

Emergency services.

4.9 Ambulances and police need fast, door to door access, not steep walk on access down long drives. Fire appliances can accommodate only limited access distance from the street, and distance to the nearest fire hydrant is also a consideration.

Locking St and Konini St

4.9 A particular issue could arise on Locking and Konini St. Many of the properties above the streets have vacant land behind existing older houses. If the houses were purchased and demolished, quite large developments could be possible, subject to restricted discretionary activity applications for unit numbers over 3, and site stability. Locking St is very narrow, has no parking on the street and no footpaths. It is signposted as a "shared path, but drivers and pedestrians have to exercise considerable caution if passing each other because of the narrowness. Greater numbers of vehicles will increase the safety and inconvenience issues for pedestrians as well the

4.10 Similar issues could arise on Konini St, although it appears to have less vacant land above the housing and the street is not quite as narrow. It is also a shared path, although not signposted as such.

5 Parking

5.1 Although on-site parking is no longer able to be required, we consider it would be necessary, for the original construction and ongoing maintenance of homes, and for the comfort and convenience of the occupants..

5.2 Even if walk on access only is provided, it is our opinion that such dwellings would be unattractive to most purchasers, and difficult to sell. Therefore this form of development is likely to be unattractive to developers. We are aware that the Government has removed the ability to require on-site parking, but that is not compulsory, and in our opinion is simply naive. David Mountfort is aware that in Christchurch, developers routinely continue to provide on-site parking at most apartment developments outside the Central City.

5. Development constraints

5.1 Because most development is likely to be on a site by basis, we consider that development is only likely to be possible in most cases if existing front houses are demolished, because of the need to provide vehicle access to the rear of the sites. This would reduce the economic viability or attractiveness of such development. We accept that most of the existing housing is old, but almost all of it appears to be well-maintained and in good condition.

5.2 Almost all of the land on the Mount Street Hill, except along the ridge line wither side of Mount St, has been categorised by the Council as a slope Stability Constraint Area. In due course this is to be incorporated in the NRMP.

Owners have been notified of this by letter. We strongly question the wisdom of such intensive development to the proposed levels on such steep erosion-prone land that has been acknowledged by the Council to be unstable. Conventional building platforms would require deep excavations into these fragile slopes and high retaining walls, which themselves require additional space. The same applies to parking space. A possible alternative would be pole foundations, for both buildings and parking, but this is unlikely to be viable for three storey buildings. Building development on these slopes will require careful attention to stormwater runoff, because it would concentrate the runoff and could cause scouring at the site or on properties below. This runoff should be collected and piped to the nearest publicly available system, which would need to be adequately sized to cope with greatly increased peak flows. It may be necessary for pipes to cross neighbouring properties, and those owners may not be receptive to allowing that. Similarly, sewer pipes may need to cross neighbouring properties.

6. Non-notification issues

6.1 We consider that if this zoning is confirmed it would enable a large development capacity as of right. Inevitably this will have adverse effects on neighbours, for all the reasons we have described and possibly for other reasons. Therefore we believe any applications for intensive development should be notified to affected neighbours. Non-notification of applications, when adverse effects would clearly occur, looks like a cynical attempt to ease the passage of poor quality development. We note that this criticism also applies to a similar clause in the NPSUD and has possibly inspired this approach being adopted by the Nelson City Council.

7. Process Issues

7.1 We are concerned with both the size and makeup of the Hearings Panel. Because there will be many submissions it is likely that from time the elected members on the panel may know submitters personally, creating potential for conflicts of interest and a need to withdraw from the hearings on that matter. It is possible that sometimes only the independent panel member would be available to hear such a submission. The Christchurch City Council is currently processing a similar Plan Change for urban intensification and has recognised this possibility and has appointed an Independent Hearings Panel of five members, with a quorum of three. None of the panel are elected councillors.

7.2 Because of past decision making on the Future Development Strategy, both Councillors on the panel will have formed at least a preliminary opinion about the need for urban intensification in the form proposed. No doubt they would be able to change this mindset, but it may take more for them to do so than if they were to come to the case with no previous views.

7.3 We also consider that the Nelson City Council has overstated the importance of local knowledge on the hearings panel. There are many highly qualified and experienced Hearings Commissioners in New Zealand who are able to come into a hearing from outside, and focus on the local issues of importance, guided by reporting officers and submitters.

The issues in this case are not unique to Nelson. To us, it is much more important that the Commissioners have the training and experience to engage with technical experts and understand and apply technical expert considerations and evidence on technical subjects, including in this case traffic and geotechnical engineering.

7.4 We suggest that the Hearings Panel should have at least four and preferably five members with a quorum of three, and no more than one elected member.

8. Conclusion

8.1 Despite the deficiencies of the roading system, it is workable with the existing level of development. Residents are used to it and it is usually possible to pause somewhere to let other traffic through if necessary. The area has a lot of interest and charm and is an pleasant attractive place to live in its present form.

8.2 We do not expect it will ever be possible to fully achieve the theoretical housing levels on the very steep available land, but some new development would inevitably occur and we consider that the existing streets will accommodate only a small fraction of the theoretical capacity without severe impacts on the safety, convenience and general amenity of the area. We are sure that the Council would not permit a new subdivision for 750 or more homes with such an inadequate roading system and we do not see why it should be enabled on an existing suburb.

8.3 We strongly question the wisdom of attempting intensive residential development on steep unstable land such as this.

8.4 For all these reasons we seek that the zoning of the Mount St Hill remain for low density housing.

8.5 We strongly recommend that the Hearings panel conduct a through site inspection of the Mount St hill, including on foot.

9. Photographs.

We recommend that when considering this submission the panel refer to the photographs of Mount st and Konini Street attached to the submission of Mr Steve Webster. For completeness we attach some photographs of Locking St, and a photograph of our own lane at 77-79 Mount St.

Nelson City Council

Proposed Change 29 to the Nelson Resource Management Plan

Submission by Alison and David Mountfort, Mount St

Our Submission concerns the area proposed to be zoned as Residential Medium Density (RMD), centred on Mount St, Konini St, Locking St and Wellington Streets, between Kerr St in the north, Wellington St and Renwick Place to the east, Locking Tce and the walkway to Vanguard St to the south, and extending at several points to Vanguard St in the west. For convenience we will refer to this area as the Mount St Hill.

We oppose Plan Change 29

The decision we would like the Council to make is to reject Plan Change 29. In the alternative we seek either that the Mount St Hill retain the Residential zoning from the existing NRMP, or that the Council include the area in the existing Lower Density area in the NRMP. We recognise that this may necessitate a formal variation to PC29, as those provisions are proposed to be deleted by PC29. We do not seek that the zoning be changed to General Residential, as this would also be unsuitable for the reasons below.

Reasons

1 Description of the Mount St Hill

The Mount St Hill is an old suburb. It takes the form of a long, narrow, steep sided ridge lying north to south with a narrow crest, except where this broadens slightly towards the top. It contains about 250 existing homes, mostly older.

2. Roding

2.1 The roading pattern was cleverly designed to traverse across the steep slopes at a gentle angle, swinging from side to side of the hill and over the crest, rather than going straight up the very steep sides of the hill. This results in there being two long roads, Mount St and Konini St, and three shorter ones, Renwick Place, Locking St, and Wellington St. The main spine route consists of Wellington St from the east, Mount St along the crest of the ridge and Konini St to the west. There are shorter branches of this spine at Renwick Place, Locking St and a parallel branch of Mount St which is separated by a steep bank from the rest of the street. There are two tight 180 degree bends where the main route swings to

the other direction, at the intersection of Mount St and Wellington St, and near the intersection of Mount St and Konini St. . There are only two practical road exits from the hill, at Examiner St to Rutherford St on the eastern side and at Gloucester St to Vanguard St to the west. Locking St has an awkward, narrow exit to Tipahi St to the south, but the street is so narrow and visibility so limited at the top that this is scarcely used, except perhaps by residents of Locking St who have reason to go to the south. There are three walkways off the hill, all steep and with steps.

2.2 The roads are all much narrower than would be expected under modern standards, and are long, sometimes winding and mostly poorly equipped with footpaths and on-street parking. There are no turning heads on the side branches. There are narrow grass verges in a few places which tend to be used for parking cars. It would be impossible to widen any of the roads without either deep excavations into the fragile steep slopes or high retaining walls or both. Both of these would either cut off or oversteepen the numerous existing private driveways. In numerous places the carriageways provide only a single lane to serve two way traffic, sometimes with the ability to provide on street parking on one side only. Narrow footpaths exist in places but are largely absent and are frequently intruded on by parked cars occupying part of the footpath to make space on the roadway. As a result drivers must carefully share the roads with each other, cyclists and pedestrians, frequently having to pause where there is available space to allow vehicles to pass. Sometimes this requires driving over the kerb onto footpaths. In places trucks, including the weekly waste collection vehicles have to reverse quite long stretches because of the lack of anywhere to turn. In places, visibility of oncoming vehicles is very poor, such as towards the lower end of Mount St going downwards.

2.3 Most existing houses have drive on access and parking. There are considerable numbers of vehicles parked on the streets, particularly overnight and at the weekends as obviously households often have multiple vehicles, and visitors. Driveways are frequently angled across the road frontage including on the unformed the road reserve, reducing the opportunity for road widening.

2.4 Exit points and congestion

The two main exits from the Mount St Hill. at Examiner and Vanguard St are already difficult to turn out of at busy times, even to the left, With the significant levels of development proposed, severe congestion and delays at these exit points would inevitably result, with temptations to take dangerously short gaps. It is already not unusual to find oneself in a short queue to turn right and experience delays of several minutes. Further development must inevitably increase such delays and these could become considerable. Traffic signals would assist the exiting traffic but at the cost of creating more delays on Rutherford St and Vanguard St. Rutherford St in particular cannot afford this as it is part of the Waimea

Rd route, one of only two southbound routes away from the centre of Nelson and already heavily congested.

3. Development Capacity Under Proposed Zoning

3.1 There are approximately 250 homes on the Mount St Hill. The theoretical capacity under the Medium Density Zone would therefore be approximately 2250 homes (3 buildings per property x 3 units per building x 250). Under the General Residential zoning this would be 1500 homes, (250 x 3 x 2).

3.2 Our Property - Access and capacity

Our own property at 83 Mount St is at the upper end of the eastern branch of Mount St. Access is by a narrow, 2.5 metre wide lane. This is a legal road, which serves 5 properties (77-85 Mount St), with four existing dwellings. This lane is unable to be widened due to topography. There is no turning head. The situation is workable at present, with care, and because the neighbours know and respect each other. It has its own interest and charm at this level of development.

Theoretical development capacity off this lane would be 45 dwellings under the Medium Density Zone and 30 under the General Residential Zone. Either would completely overwhelm this small lane. In this case, because the slopes are easier here near the top of the hill, development approaching these capacities may well be feasible. Our own property would probably be able to accommodate three new buildings if the existing older house was demolished. The other properties are similar in size and contour.

We consider this lane could support only a small fraction of the theoretical development capacity.

This is possibly one of the worst examples of poor road access on the hill, but other examples of particularly poor outcomes could no doubt be found.

3 Rear sites, accessibility and safety.

3.1 There is vacant land on the hill, mostly behind the existing rows of houses along the roads. Virtually all of this land is very steep. At the lower end of Konini St there is vacant land directly off the street. It is almost a cliff, and numerous slips can be seen here, yet it is zoned Medium Density Residential. Here would be impossible to develop, and this reinforces our suspicion that this zoning proposal has been a desktop exercise with no detailed, expert examination of feasibility. Even a simple site visit on foot would have demonstrated this.

3.2 Development of the other vacant land would almost inevitably be on a site by site basis. The vacant land is almost all very steep. Even if existing houses were demolished and replaced, very steep driveways along the side boundaries would be required to leave room for building sites. Fit people only could walk these, without carrying very much at all. This comment is based on our own direct experience of one of the very few existing such driveways off Mount St, where friends lived until recently. One of the elderly couple had not walked up it for 20 years, and his wife only because she was exceptionally fit and healthy. Drive on access is also necessary for parents of young children, unwell or disabled people and the elderly. We challenge the ability of almost anyone to push a wheelchair or child in a buggy up one of these driveways or get safely down it. Even if people are able to walk on and off, it is still a long way from Mount St to the central city where services, work and entertainment and other destinations exist. There is no public transport. Walk-on only access is unsuitable in wet, cold or windy weather.

Driving up and down very steep driveways is challenging at best and potentially unsafe. Provision for vehicles to pass each other would be essential on driveways serving multiple dwellings and would widen the accessways significantly.

3.3 Drive on access is also necessary for shopping trips, and deliveries or removals of larger items and many other aspects of ordinary life. The transition to electric cars will take away any feelings of guilt about car ownership and usage in a relatively short time.

3.4 Emergency services.

Ambulances and police need fast, door to door access, not steep walk on access. Fire appliances can accommodate only limited access distance from the street.

4 Parking

4.1 Although on-site parking is no longer able to mandated, we consider it would be necessary, for the original construction and ongoing maintenance of homes, and for the comfort and convenience of the occupants.

4.2 Even if walk on access only is provided, it is our opinion that such dwellings would be unattractive to most purchasers, and difficult to sell. Therefore this form of development is likely to be unattractive to developers.

5. Development constraints

5.1 Because most development is likely to be on a site by basis, we consider that development is only likely to be possible in most cases if existing front houses are demolished, because of the need to provide vehicle access to the rear of the sites. This would reduce the economic viability or attractiveness of such development. We accept that most of the existing housing is old, but almost all of it appears to be well-maintained and in good condition.

5.2 Almost all of the land on the Mount Street Hill, except along the ridge line on either side of Mount St has been categorised by the Council as a Slope Stability Constraint Area. In due course this is to be incorporated in the NRMP. Owners have been notified of this by letter. We strongly question the wisdom of such intensive development to the proposed levels on such steep erosion-prone land that has been acknowledged by the Council to be unstable. Conventional building platforms would require deep excavations into these fragile slopes and high retaining walls, which themselves require additional space. The same applies to parking space. A possible alternative would be to have foundations on poles, for both buildings and parking. This is unlikely to be viable for three storey buildings. Building development on these slopes will require careful attention to stormwater runoff because it would concentrate the runoff and could cause scouring at the site or on properties below. This runoff should be collected and piped to the nearest publicly available system, which would need to be adequately sized to cope with quicker and larger peak flows. It may be necessary for pipes to cross neighbouring properties, and those owners may not be receptive to allowing that.

6. Non-notification issues

We consider that if this zoning is confirmed it would enable a large development capacity as of right. Therefore any applications for departures from this to enable even more intensive development should be notified to neighbours.

7. Hearings panel issues

We are concerned with both the size and makeup of the appointed hearings panel. Because there will be many submissions it is likely that from time the elected members on the panel may know submitters personally, creating potential for conflicts of interest and a need to withdraw from the hearings on that matter. It is possible that only the independent panel member would be available to hear such a submission. The Christchurch City Council is currently processing a similar Plan Change for urban intensification. It has recognised this possibility and has appointed an Independent Hearings Panel of five members, none of whom are elected councillors.

Because of past decision making on the Future Development Strategy, both Councillors will have formed at least a preliminary opinion about the need for urban intensification in the form proposed. No doubt they would be able to change this mindset, but it may take more to convince them to do so than if they were to come to the case with no previous views.

With respect we consider that the Nelson City Council has overstated the importance of local knowledge on the hearings panel. There are many highly qualified and experienced Hearings Commissioners in New Zealand who can and do come into hearings and focus on local issues of importance, guided by reporting officers and submitters. The issues in the case are not unique to Nelson, and similar urban growth plan changes are taking place all over new Zealand following the introduction of the National Policy on Urban Development and the introduction of the Residential Medium Density Standards. To us, it is much more important that the Commissioners have the training and experience to engage with technical experts and understand and apply technical expert considerations and evidence on technical subjects , including in this case traffic and geotechnical engineering.

We suggest that the Hearings Panel should have at least four and preferably five members with a quorum of three, and no more than one elected member.

Conclusion

Despite the deficiencies of the roading system, it is workable with the existing level of development. Residents are used to it and it is usually possible to pause somewhere to let other traffic through if necessary. The area has a lot of interest and charm and is a pleasant attractive place to live in its present form.

We strongly question the wisdom of attempting intensive residential development on steep unstable land such as this. We do not expect it will ever be possible to achieve the theoretical housing levels on the very steep available land, but some new development would inevitably occur and we consider that the existing streets will accommodate only a small fraction of the theoretical capacity without severe impacts on the safety, convenience and general amenity of the area. We are sure that the Council would not permit a new subdivision for several thousand homes with such an inadequate roading system and consequently do not see why it should be enabled on an existing suburb.

For all these reasons we seek that the zoning of the Mount St Hill remain for low density housing.

We strongly recommend that the Hearings Panel conduct a thorough site inspection of the Mount St hill, including on foot.



Lane at 77-83 Mount St



Locking St View 1



Locking St View 2

Online submission

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

Submitter No.	S285
Submitter Name	Hannah Douglas
Submitter first name	Hannah
Submitter middle name	May
Submitter surname	Douglas
Submitter is contact	Yes
Email	hannah_b@windowslive.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
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Natural Hazards/Climate Change	Slope Instability	Oppose	The high density area of Tosswill Road / Tamaki Street is located on known unstable land. It is reckless to consent to building six story properties on unstable land that has natural springs. There is already a huge land slide at the bottom of Tosswill Road that holds up the hillside where 6 story buildings could be built. This landslide does not need any more weight and loading added to it. When our neighbours across the road rebuilt using their old houses foundations, they had to spend an extra \$250,000 due to new land slides on their property (this was before the big flooding in Nelson occurred). Slope instability is already placed as a warning on all of these properties titles. With global warming being a huge issue in our future it seems counter productive to allow buildings of this hight to be built on unstable land. Buildings of this size are better off suited on the flat like Muritai St that doesn't have slope instability.	Tosswill Road / Tamaki Street to not be included in the high density area due to land instability issues.
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Residential Zones	High Density Residential Zone	Oppose	Council wants to rezone this area due to its walking proximity to key centers. Tahunanui does not qualify in my opinion as a key centre, unlike Stoke and Town which I agree with. Tahunanui doesn't have a supermarket! It doesn't even have a green grocer or a butcher. There is no way of walking from Tosswill Road to buy fresh food to prepare a healthy meal. I have to hop in my car and drive to Stoke or Town if I want to buy fresh food. The only shops Tahunanui has is fast food and one or two cafes or bakeries. Most of these shops will be heavily impacted when State highway 1 is extended in the future. Tahunanui does not have enough of a community hub to support six story high density buildings like town and Stoke do. People buying these buildings will need to get into their car and drive to Stoke or Town to buy food or eat out at a restaurant which is counter productive to what council is trying to achieve with intensification. I understand that there is a new supermarket proposed for The Junction but that is far too far for people to walk to from Tosswill Road (29 minutes according to Google Maps). Especially trying to carry all your groceries up Tamaki Street! If you want to put high intensity housing close to supermarkets then maybe you should look at rezoning around Douglas street as it is right next to the public transport (bus stops on either side of the main road) and the new shopping center will actually be within walking distance.	Tosswill Road/ Tamaki Street should not be rezoned as high density
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Residential Zones	High Density Residential Zone	Oppose	With high density housing not requiring car parks, these new residents will need to walk to public transport. At the council meeting it was advertised that high density housing would be within 400m of public transport. For houses located on Tosswill Road (for example 59 Tosswill Road) it is a 900m walk to the closest public transport and it takes 10 minutes. As part of this walk you need to cross the very busy state highway one. Tosswill Road already has very limited on street parking so where will people requiring a car park if developers do not include carparks? It is too dangerous to bike on Tosswill Road due to narrow streets and no bike lanes. High density housing maybe be better suited for Muritai Street that already has appropriate access to both bike lanes and public transport.	Tosswill Road/ Tamaki Street should not be zoned as high density
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Residential Zones	High Density Residential Zone	Oppose	We live on the higher side of Tosswill Road and are in the medium density zone. However, directly over the road from us is high density. We own two adjoining flat properties that would be perfect for building multiple three story town houses on. However we would never develop these properties if they are unable to get any view because the properties across the road are six storied and block out all our view and sun light. Both sides of the road should be medium density to allow everyone to access some of the view all the way up the hill. The only reason we purchased our home was because of the view and we subsequently paid a premium for it. Why on earth would you want to have all the hassles of living on the hill if you have no view? It makes no sense at all to have six story properties at the lower side of the hill and then the rest of the hill have no view at all. No one further up the hill will bother taking up the opportunity of developing if their view is gone or severely impacted by six story eyesores. This type of high density building is much better suited to Tahunanui flat where people can build up to get a view without sacrificing others views. The new apartments on Beach Road are a great example of this. The built up so that residents could get a view. However they are far enough away from the hill that it doesn't block anyone else's view significantly. I'd love to see more high intensity on the flat near the beach where it is far better suited.	How can one side of Tosswill Road be classified as high density and the other side only be classified as medium density. They should both be zoned the same.
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Online submission

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

Submitter No.	S286
Submitter Name	Gail Patrick
Submitter first name	Gail
Submitter surname	Patrick
Submitter is contact	Yes
Email	gailwanaka@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
Residential Zones	High Density Residential Zone	Oppose	CBD is dying, -Concentrate on Bridge to Better then work outwards from there -Build apartments on top of existing commercial -Build apartments in Buxton carpark it's 8530sqm or similar Council owned properties -An idea check https://ehaus.co.nz/project/dunedin-co-housing-project/ it took only 5000sqm -The Population growth by Councils estimates until 2048 is 227pa that's about 100 new housing units so having CBD sprawl is a bad look when everyone wants sun and light filled homes -aging population and retirement villages like Coastal View will take many people from existing houses which will then cater for the pop growth expected	Reduce HRZ and MRZ areas and 6 story only in current CBD

Documents included with submission

None

SUBMISSION FORM FOR NELSON CITY COUNCIL NOTIFIED PLAN CHANGE 29

Received: 12/10/2023

Submission: S287

To: Senior Planning Administrator RMA Plan Submissions Nelson City Council PO Box 645 Nelson 7040	Submitter: Full Name: <u>Wendu Helen Ford</u> Address: Telephone: Email: <u>fordfamily4@xtra.co.nz</u>
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- ☒ I could not obtain an advantage in trade competition through this Submission.
☒ I wish to be heard in support of my Submission at the Council Hearing.

I OPPOSE the Plan Change; and particularly the following

1. the creation of a High Density Residential Zone (HDZ), that has a max height greater than 12 m, as it is not mandated under NPS-UD 2020
2. the loss of the existing protection for sunlight to all properties, because it is critical component of residential amenity in a City as it provides warmth and energy efficiency.
3. The omission of any requirement to provide carparks in any new development

I SEEK the following decision from the Council

1. rear and Side Yard Setback of not less than 1.5 metres
2. an amendment to ensure that at least one car park is provided for each residential Unit in the areas presently proposed to be re zoned
3. That Council will prioritise Housing growth and intensification within the Inner City, before the current residential zones;

I REQUEST that Council appoints an independent Panel to hear the Submissions; and gives a further Notice extending the Closing Date for Submissions

I ACKNOWLEDGE that I have found it extremely difficult to digest the total effect of the proposed PC 29 and its supporting documentation of over 2,000 pages,

Other comments or concerns I have about Plan Change 29

Building 3 stories in Residential Areas is going to change small community neighbourhoods into faceless communities where neighbours won't know each others names. The daylight effect of living in the shadows will impair peoples mental health. The blanket approach of mass selecting areas is a very disingenuous way to try & tackle the housing problem.

Suggestion for how Nelson could solve it's "so called" housing crisis

The systems in place do work. We have multi level buildings in existence. It can be built with the inclusion of the neighbours effected through the current processes. New subdivisions are the opportunity to easily apply new rules if required rather than dismantling existing neighbourhoods

I acknowledge that my name and address are required to be made publicly available

Wendy Helen Ford
.....
Submitter

27/9/23
.....
Date

NB: TO BE DELIVERED TO NCC OR SENT TO environmental.planning@ncc.govt.nz by 4.00 pm

Tuesday 19th September

NDCS:539570224-16418

SUBMISSION FORM FOR NELSON CITY COUNCIL NOTIFIED PLAN CHANGE 29

Received: 12/10/2023

Submitter: S288

To: Senior Planning Administrator RMA Plan Submissions Nelson City Council PO Box 645 Nelson 7040	Submitter: Full Name: <i>Savanna Helen-Jean Lovesey</i> Address: Telephone: Email: <i>S_ford@outlook.com</i>
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- ☒ I **could not** obtain an advantage in trade competition through this Submission.
☐ I **wish** to be heard in support of my Submission at the Council Hearing.

I OPPOSE the Plan Change; and particularly the following

1. the creation of a High Density Residential Zone (HDZ), that has a max height greater than 12 m, as it is not mandated under NPS-UD 2020
2. the loss of the existing protection for sunlight to all properties, because it is critical component of residential amenity in a City as it provides warmth and energy efficiency.
3. The omission of any requirement to provide carparks in any new development

I SEEK the following decision from the Council

1. rear and Side Yard Setback of not less than 1.5 metres
2. an amendment to ensure that at least one car park is provided for each residential Unit in the areas presently proposed to be re zoned
3. That Council will prioritise Housing growth and intensification within the Inner City, before the current residential zones;

I REQUEST that Council appoints an independent Panel to hear the Submissions; and gives a further Notice extending the Closing Date for Submissions

I ACKNOWLEDGE that I have found it extremely difficult to digest the total effect of the proposed PC 29 and its supporting documentation of over 2,000 pages,

Other comments or concerns I have about Plan Change 29

I live in a 1950s home that does not have great insulation and having a building next door 3 stories or higher would result in our home becoming damp and cold. We own our home so cannot easily move if this occurred. I also believe the importance of sunshine for peoples well being and mental health outweighs the need to build excessively tall buildings

Suggestion for how Nelson could solve it's "so called" housing crisis

Encourage new subdivisions to decrease lot sizes and build 2 stories so more homes fit into the new areas. Community housing is already being built so Plan 29 is irrelevant.

I acknowledge that my name and address are required to be made publicly available

S. Lovesey
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Submitter

28/9/23
.....

Date

NB: TO BE DELIVERED TO NCC OR SENT TO environmental.planning@ncc.govt.nz by 4.00 pm

Tuesday 19th September

NDOCS:539570224-16421

To: Senior Planning Administrator RMA Plan Submissions Nelson City Council PO Box 645 Nelson 7040	Submitter: Full Name: <i>Orlando Lovesey</i> Address: Telephone: Email: <i>olovesey1@gmail.com</i>
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Other comments or concerns I have about Plan Change 29

As a property owner in the high density zone in Stoke, I worry that building six story buildings in my neighbourhood (and possibly even next door) will affect how much sunlight I receive, de-value my property and ruin Stoke's charming and peaceful atmosphere.

Suggestion for how Nelson could solve it's "so called" housing crisis

Build these six story units elsewhere, such as Nelson city. Above retail establishments and around Vincent and Vanguard St. Stoke lacks the infrastructure for an influx of people, Nelson CBD has more to offer.

I acknowledge that my name and address are required to be made publicly available

Orlando Lovesey

Submitter

28/09/2023

Date

NB: TO BE DELIVERED TO NCC OR SENT TO environmental.planning@ncc.govt.nz by 4.00 pm

Tuesday 19th September

Online submission

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

Submitter No.	S290
Submitter Name	Richard Watson
Submitter first name	Richard
Submitter middle name	Rhodes
Submitter surname	Watson
Submitter is contact	Yes
Email	rnrnz@hotmail.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	Existing homeowners will be severely disadvantaged by loss of privacy, light and loss of equity. These ratepayers bought properties under existing planning rules and it is totally wrong to now change the goalposts in a way which will dramatically change their lives. I am also concerned that by not requiring car parks parts of the city will become giant car parks, the streets in some areas are already full in the evenings with many homes having more than one car and although our public transport has improved its very hard to live in Nelson without a car. I think that a better solution would be to allow more secondary dwellings on existing sections and encourage commercial and retail developments to include apartments on upper levels	I would like plan 29 to be stopped.

Documents included with submission

None

S291

Voided

Online submission

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

Submitter No.	S292
Submitter Name	laura wilson
Submitter first name	laura
Submitter middle name	zoe
Submitter surname	wilson
Submitter is contact	Yes
Email	laura_judge@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
Residential Zones	High Density Residential Zone	Oppose	we have purchased our house in the last 4 years with the proviso of the view. We have spent \$100,000 on a large deck at the front of the house to utilise this view. The house is nothing exceptional, and without the view (due to a build in front of us) we would be both devastated and out of pocket with a reduction in house value. Alternatives would be to not include an area where house view is so important to the house value and house users We also are a quiet cul de sac street, with surrounding privacy, high density zoning would significantly change this We oppose the high density zoning on tamaki street (particularly lower end)	no density zoning on tamaki street

Documents included with submission

None

Online submission

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

Submitter No.	S293
Submitter Name	Alan Stevens
Submitter first name	Alan
Submitter surname	Stevens
Submitter is contact	Yes
Email	pnonwr@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
Residential Zones	High Density Residential Zone	Oppose	The Council's role is to work on behalf of the people it represents and reflect the community's wishes, not to arrogantly go ahead and generate a proposed plan change that drastically changes the existing policies with no discussion or community consultation in order to ascertain the community's wishes for the future. The commercial areas of the city are the only areas that are well suited to the sort of high rise and intensive development that the plan change proposes. The existing rules provide ample opportunity for intensive developments to go through a rigorous resource consent process to ensure that the amenity values of existing areas of lower density development are protected.	Deletion of the high density residential area proposals and reversion to the existing Plan provisions.

Documents included with submission

None

Online submission

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

Submitter No.	S294
Submitter Name	Jane Mitchell
Submitter first name	Jane
Submitter surname	Mitchell
Submitter is contact	Yes
Email	janeandsteven10@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
Residential Zoned	High Density Residential Zone	Oppose	I do not believe we should allow developers to build 6-story high-rise developments through our existing family neighbourhoods, especially without resource consent. There is an opportunity to enhance these neighbourhoods with, for example, 2 story apartments and subdivided sections for low-level builds. This would enable progress in housing development without sacrificing the current appeal of the neighbourhoods and in a way that would be more considerate and reasonable to the existing residents. We live down a very tiny private right of way on the outskirts of the CBD. We border South Street, we are overlooked by the Christ Church Cathedral on Piki Mai and in recent years had our street name changed to acknowledge the Synagogue that was built on Trafalgar Square. We are predominantly surrounded by older established 1 and 2-storey level homes. We have a strong sense of community and know each other well. Some of the homes date back to the 1860s and have housed the residents for over 30 years.	To completely abandon the whole process and start again with public consultation. I do not believe there has been enough public consultation relating to these changes to ensure people are fully informed. The proposed changes may have a significant long-term effect on my neighbourhood and potentially on me financially if the value of my pr perty is affected

Residents such as myself have chosen to live here in this smaller regional city for the benefits and advantages that it provides, which include being able to raise children in family homes surrounded by greenery and open spaces, and not in high-rise buildings amongst the usual urban busyness you would find in our bigger cities.

Introducing high rises that would tower over these family homes would erase the unique atmosphere of this area and could negatively impact the quality of life for existing residents. It would interrupt the aesthetic harmony of our neighbourhood and disrupt the skyline.

High-rise developments tend to exacerbate traffic congestion and parking problems. I understand the current proposed plan does not include mandatory vehicle access to each site. While many residents in the proposed high density areas will (hopefully) be limiting the use of their cars (by cycling and walking or taking public transport) the nature of our city means for most people at least one car is still required

(for example to do the supermarket shopping, to take children to sport, for work, or to access the many wonderful outdoor areas that surround Nelson). Our public transport system is not sufficient

to cover everyone's transport needs. With limited (if any) parking spaces and parking time restrictions these new developments and the surrounding streets will become congested, causing inconvenience for both existing residents and newcomers. The added traffic could also cause safety issues for pedestrians, cyclists and children.

Six story apartments looming over single story family homes would cast shadows over these properties, block natural light and be a significant invasion of privacy. These properties were never built contemplating a high rise building next door and there would be no measures that an existing homeowner could take to minimise these impacts on their property and lifestyle. Subjecting (an unlucky few) existing residents to these issues would be extremely unfair and unreasonable. If a six storey building was built in front of our property we will lose the majority of our natural daylight which in turn will affect our ability to passively heat our home, grow vegetables in our garden and generally threaten the enjoyment of our property.

Online submission

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

Submitter No.	S295
Submitter Name	Ruth Watson
Submitter first name	Ruth
Submitter middle name	Emma
Submitter surname	Watson
Submitter is contact	Yes
Email	rnrnz@hotmail.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	It is unfair to introduce 3 - 6 storey buildings into established residential areas because it will deprive adjacent home owners of light, solar power, privacy, quality of life and reduce their house values. If dwellings are built with out car park facilities, cars will be parked on the road, clogging up the city even more than now. Private vehicles are a necessity in this region as public transport only allows travel with in the environs of the city.	plan 29 needs to be cancelled.

Documents included with submission

None

Online submission

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

Submitter No.	S296
Submitter Name	Elspeth Martin
Submitter first name	Elspeth
Submitter middle name	Ann
Submitter surname	Martin
Submitter is contact	Yes
Email	anjomartin@xtra.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
Entire Plan Change	General support	Support		I support the Plan Change 29 with one reservation. Buildings of over 4 storeys need to have resource consent.

Documents included with submission

None

Online submission

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

Submitter No.	S297
Submitter Name	John Martin
Submitter first name	John
Submitter middle name	Tice
Submitter surname	Martin
Submitter is contact	Yes
Email	johnticemnz@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
Entire Plan Change	General support	Support		I support the Plan Change 29. However I would prefer that buildings over 4 storeys should need a resource consent.

Documents included with submission

None

Online submission

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

Submitter No.	S298
Submitter Name	Anna Playford
Submitter first name	Anna
Submitter middle name	Elizabeth
Submitter surname	Playford
Submitter is contact	Yes
Email	playfordanna@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	Support in part		

As described above the main reasons for the suggested changes are:

1. Maintaining the heritage look and feel of Nelson's suburbs, buildings and communities of historic value that would be irreversibly harmed by the piecemeal application of plan 29.
2. Quality of life of existing Nelson residents - particularly in relation to the sunshine hours, but also mental health aspects such as increased nervousness and fear of what their neighbours might do to take away their quality and most especially when properties change hands and the property may be bought by developers who have no regard for the community and life quality in surrounding properties
3. Another issue, not highlighted above, but which is relevant to my property is that the proposal currently places Medium density (3 story) buildings in parts of Nelson that have been deemed to be subject to slips and/or other instabilities. It does seem shortsighted not to have overlaid the maps of known issues of this type with the current proposal and I would strongly recommend that this is done more thoroughly for future iterations of the plan 4, Finally I would suggest that resources are put towards a better understanding of the demand for additional housing, of what price range and type and that the plan is better made with

Nelson's growth rate does not match the rest of the country, and so I would argue against the need to create housing stock that outstrips our own population growth rates which can be accessed through Statistics NZ and should be referred to when any plan is being created. I think that housing required to meet current unmet demand should be considered first, and this may require incentivised or mandated housing to meet lower priced demand from those unable to buy into the current market.

Where dwellings are to be created, and based on accurate predictions of demand I would suggest the following.

Firstly, respect for the heritage value of the areas proposed for Medium density housing. The pictures shown in the plan don't address what these proposed developments will look like when inserted amongst Nelson's current housing stock. The blend of architectural styles will look horrendous as it already does where this has been allowed to occur amidst existing building rules, and would desecrate the aesthetic value of much of Nelson's historic housing stock. Collectively these streets and suburbs provide visitors and residents with a raised quality of urban environment - and I would argue that this is worth preserving and has been done so in cities that are worth living in - think Mt Victoria in Wellington. Once this is undone it can be reversed and so please don't make this bad decision now. Additionally people have bought houses expecting them to remain in the type of environment they were purchased in. You will add mental health distress to current Nelson residents for the fear of being built around in this manner.

In the proposed medium and high

incentives/mandates to create housing that will meet this demand rather than just allowing a piecemeal approach that hopes for individual developers to do the right thing by both existing communities and future residents and home owners - that it be more targeted and specific in order to create change that we would all like to live with

density areas you would be taking away the winter sunlight requirements currently in existence. I believe this is acting in bad faith towards Nelson's existing home owners who bought their properties without the expectation that this could be taken away from them significantly decreasing their quality of life while also increasing the need for artificial heating sources which is bad not only for their pockets but also in light of climate change and the desire to reduce energy usage. Imagine too those who have invested in solar energy atop their roofs who may have the viability of this significantly reduced by allowing buildings to be built that will remove the winter sunlight falling upon them.

Inherent in this argument is the moral question of whether the Council would agree to implement a plan that allows future residents of Nelson to be the cause of reduced quality of life and property values of current urban residents.

In summary of this aspect of my argument, I believe that the growth numbers in Nelson do not warrant development changes outside of the Inner city centre and Inner city fringe and additionally I believe there are significant harms to existing resident/owners of the areas outside of these that are proposed for development changes that make it imperative that Council do not proceed with this aspect of the plan.

I would therefore suggest that the council decide against proposed Plan Change 29.

However, in light of seeking suggested amendments I submit the following for consideration:

To the extent that housing stock needs to be increased, I believe this should not be done by changes as

outlined above, nor indeed expanding Nelson's urban sprawl, but should be limited to the intensification of Nelson's inner city centre and inner city fringe. I believe that there should be incentives/mandates put in place to create housing stock that will meet the current and future unmet need. The following points derive from familiarity with cities that have concentrated populations and vibrant city centres:

1. The quality of many commercial properties in central Nelson is low. Construction activity should be focussed on 4,5,6 storey, earthquake resilient, mixed use buildings which see residential above commercial/retail on lower floors.
2. Existing vacant central city sites should be designated for this mixed use development only, ie be required to provide residential as well as retail/commercial in all new builds in these parts of town
3. A plan change could be created that creates an obligation to redevelop central city substandard buildings into these mixed use buildings with a marked increase in central city apartments would mean less use for private transport for a number of people coming into town for work, good for climate change also and there are many cities that can be looked to for examples of vibrant retail and hospitality in the city centre because of the need to service the significant portion of the population who live there.

Online submission

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

Submitter No.	S299
Submitter Name	Rose Sorren-Norness
Submitter first name	Rose
Submitter surname	Sorren-Norness
Submitter is contact	Yes
Email	roseandj@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
Inner City and City Fringe Zones	Inner City Zone	Support in part	We believe the city centre is the most suitable location for this height of building and that any higher than 6 stories would dramatically change Nelson and the surrounding areas. We have taken into consideration the outlying underdeveloped land including numerous car lots and vacant sections.	High Density Residential Zone: We would like to see proposed maximum building height in the inner city centre area between Nile St and Halifax St and Collingwood and Rutherford defined as no higher than 6 stories (19 meters) not 8 stories. The ground floor to be designated for retail.

Residential Zones	High Density Residential Zone	Support in part	I believe this would devalue the overall liveability of Nelson as a desired place to live and negatively impact property values. Furthermore, I question the need for tripling the height of buildings in this area to meet foreseeable future population growth when taking into account the undeveloped land remaining in and around Nelson as well as adding additional building height to inner city buildings.	I support the intensification of residential housing in the high density residential zone but oppose any building height over three stories, (twelve meters).
Residential Zones	General Residential Zone	Oppose in part	The area that zoned as general residential should share in the distribution of population growth. I believe this area is not being considered due to liquefaction, but there are numerous examples in cities in NZ where there are building much higher being built on land prone to liquefaction.	I believe the General Residential Zone height should be raised to three stories, 12 meters.
Inner City and City Fringe Zones	City Fringe Zone	Amend	Having taller buildings in this area will help spread the population growth well at the same time, bring population to an area that is less than desirable now.	This areas should be allowed to have taller buildings, up to stories for mixed residential especially the section along Rutherford, Vanguard and St Vincent.

Online submission

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

Submitter No.	S300
Submitter Name	Kenneth Norness Jr
Submitter first name	Kenneth
Submitter middle name	McRight
Submitter surname	Norness Jr
Submitter is contact	Yes
Email	j@endevo.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

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Inner City and City Fringe Zones	City Fringe Zone	Amend	Having taller buildings in this area will help spread the population growth well at the same time, bring population to an area that is less than desirable now.	This areas should be allowed to have taller buildings, up to stories for mixed residential especially the section along Rutherford, Vanguard and St Vincent.