



Public Feedback

Te Ara ō Whakatū
The pathway of Nelson

Draft Nelson City Centre Spatial Plan

30th August – 1st October 2021

Part One – A2768209

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ID # L2031



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2030
Name	Angel Mathis
Organisation	
Position	
Suburb / City	
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Hello-

I'm sorry I missed the deadline for providing feedback.

I have checked out the plans on the website and overall I think it looks really good and I'm excited to see the vision for the direction of our city. Here are some additional thoughts

- I didn't see anything about connecting in NMIT grounds/campus and would like to see that included.
- I'd also like to see more about public transport support especially linking our city to the airport since I'm not aware of a current efficient or cost effective and convenient way to get to the airport.
- Part of the plans should include areas for efficient centralized transport exchange so that people can quickly get in and out of the city to their homes/destinations (beach/airport/Richmond).
- Some information about how to control traffic through the city would be an enhancement to the plan.
- I'd like to see more infrastructure existing along the riverfront, a focal point of our city. This could be included in the laneway link if it isn't already.

Thank you for your time and your hard work on this!

Angel Mathis

ID # L2032



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2032
Name	Anne Rush
Organisation	
Position	Artist
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Please see attached

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Te Ara ō Whakatū - the pathways of Nelson

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes

Submission in support of:-

THE PATHWAY TO NELSON- Taking part in your city's future

NELSON CITY SPATIAL PLAN

From ANNE RUSH ARTIST AND INNER CITY RESIDENT

Address: [REDACTED]

Moble [REDACTED]

Congratulations on a well put together informative document that describes well what the future of the city could look and be like. It was great to be able to feed into the workshop process and again comment on the spatial plan presented.

My comments follow relating to the format of the document:-

KEY ACTIONS- EIGHT TRANSFORMATIVE ACTIONS

SEEING OURSELVES I totally endorses all the objectives and Iwi and Te Aranga priorities. Our city needs to transform itself as a place that is totally differentiated from other places, reflecting the roots and cultural heritage of our local community.

Public gardens or pocket parks that reflect the the above could also be included in this section. We have gardens in our city that reflect Chinese, Victorian (Queens Gardens) and Japanese (Miyazu) culture, but nowhere is there story tells the unique attributes and cultural values around of indigenous plants and their cultural connections.

Great example of indigenous story telling through a garden can be found in the Sydney Botanic Gardens. If you google *Cadi Jam Ora Sydney Botanic Gardens* many interesting articles appear on this groundbreaking garden and its stories.

There is a whole range of Aotearoa /NewZealand indigenous flora that have story telling potential. Need to consult Iwi and Whakatu Inc.

In navigating Nelson City it has an overwhelming European overlay right from the street names that are named after very obscure British connections related to Lord Nelson and the Battle of Trafalgar. This connection to our sense of place and cultural heritage is hard to fathom when you study it. Mana Whenua connections that are authentic are desperately needed to redress the balance if it is deemed appropriate by Iwi?

STREETS FOR PEOPLE I totally endorse the main points under headings:-

- * Prioritise pedestrian activity-
- * Activate the edges- A sociable city is paramount
- *Invite diversity across timeframes.

RAISING RESIDENTS

Totally endorse all objectives listed and the selling surplus property and partnering with Central Government

As a resident living of one the Betts apartments I have had the priviledge of inner city living and as an older resident, living alone I could list many reasons why more people living in the City Centre can only make it more vibrant and interesting. When you live in the inner city your need for a car is far less as you can walk or bike and your behaviour changes.

175 new affordable homes I also agree with this strategy and believe as a society we need to try everything in our power to support initiatives that cater for all levels on the affordability spectrum.

I also believe that this plan should also investigate creative ways around affordability and action. It is important for everybody, business need workers, families need shelter, employment, services and a sense of wellbeing. We are part of an eco system who all rely on each other- all sorts of people and services that enable our community and city to function in a socially cohesive way.

We need to be lateral and creative in our approach. How?

- * Rent to buy
- * Build to rent and lease on longer tenures
- * Green park like space for tiny home owners encompassing areas that cannot be utilised for future housing because of Climate Change. Lease land on a shorter term tenure system.
- * Initiate experimental projects in partnership with private sector and philanthropic social enterprises. Try stuff. Embody new technologies that are out there and will probably be the future? Incentives from Local and Central Govt.?
- *Adaptibe reuse and refitting larger older homes to muliple dwellings. Incentivise by policy and laws.
- *Partner with Philanthropic social enterprises , lwi, developers, business and central government to find new pathways and solutions for all parties .
- *Agree with mixed use buildings.
- *Initiate culture change and public education around planning red tape..... developing a culture of collaboration , inclusion, helpfulness so you never hear complaints about NCC and its processes againonly compliments and solutions. Streamline costs if possible.

GREAT PLACES Totally agree with the points highlighted in this section to create spaces and opportunities to linger and gather. Endorse the role of arts, artists and public art, heritage stories right through to the smell of coffee. Watching , socialising and creating vibrancy is what we all want. It here now but bring more on to continue to offer choice and new experiences.

PRECINCT POWER Totally agree with everything in this section,including objectives, but I think there is one major strategy missing. That is the important dynamic that evolves around cultural/arts institutions in a city centre. They are essential infrastructure that deliver a good chunk of the cultural life of a city, and in my opinion this is as important as parks, reserves and sporting facilities.

Great cities have always clustered activity and visitation around their cultural institutions ie The Louvre in Paris, Te Papa in Wellington and Opera House – Sydney. Other related and complimentary ecologies develop, as mentioned in GREAT PLACES to evolve into dynamic PRECINCTS.

In Nelson city we have our own mini- versions being :

- *The Suter /Queens Gardens/Albion Square Precinct, (already mentioned)
- *The Theatre Royal (prior to COVID 19 was one of busiest Theatres in NZ featuring local, touring and International Shows)
- *The Refinery- Relocated to Hardy Street from Halifax. Has generated life into that end . No longer depressed feeling.
- * Nelson Provincial Museum situated on corner of Trafalgar and Hardy Street
- * Nelson Centre of Musical Arts (Music School- 80 teachers of around 20 instruments teaching 150 lessons a month and 120 musical events and concerts annually, including 20 free) Renowned acoustics in 291 seat auditorium.
- *Nelson Cathedralare all magnets for attracting large groups of people (locals and visitors) at selected times of the day on a yearly basis pulling locals and visitors into the city sometimes in larger numbers (Pre Covid) with events like Te Ramaroa, Adam Chamber Festival, Nelson Arts Festival etc.

If we are projecting out 30 years it would be a big mistake to not include a strategy around future need and potential of this sector to enhance the Spatial plan for the city as generators for 'Places for People'.

Covid 19 has also highlighted the need for outdoor spaces geared for events where people can experience performances safely.

Maybe the new Arts Strategy that is planned will develop a separate plan around these issues. If so, it needs to link to this one, and not miss a major opportunity.... that is a missing link! There is fuel in these institutions to power people into the city. The institutions already exist, are active now and can play their part well into the future, but will also need to develop and evolve with the times and needs of the community.

GREENER STREETS Endorse all the statements and objectives in this section

Comment around indigenous gardens earlier is also relevant here, Love the idea of a park like street stretching from Anzac Park down Haven Road and Bridge Street to Suter/ Queens Gardens and Albion Square.

LINKED UP LANEWAYS

The outline and descriptions of Laneways is interesting and would make for new ways to navigate the city. We particularly agree with the strategy relating opportunities to reveal a special cultural story.

PEOPLE AT PLAY

I agree with objectives listed. Children and families are essential to the life of the city. How about public place play for older people like Petanque or Street Chess?

Thank you for the opportunity to respond to this Plan. I hope I am around long enough to see it implemented.

Anne Rush

██████████ 3 ██████████ ██████████,

Nelson 7040

Mobile ██████████ 1

Anne Rush

ID # L2033



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2033
Name	Andrew Dunlop
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

Feed back on the Pathway of Nelson.

I wish to speak to my feedback.

1 of 3

Received at Nelson City Council

1/10/2021 10:15:50 AM

Counter

susan

1000025900

Name:

Andrew Dunlop

Organisation represented: (if applicable)

Address:

[redacted] Nelson

Email:

[redacted]

Phone:

[redacted]

Feedback:

on the pathway of Nelson. Nelson is in my view the best place in the world to live and raise a family as a region. As to Nelson city has dropped to ball as to moving ~~soon~~ forward. as with in Nelson city there are many nice area to enjoy as open green areas. Just to stop have lunch or enjoy with your family e.g. Queen's garden, Botanic field, Riverside pool, Maitai river, Trafalgar park, Trafalgar central, ANZAC Park, Pioneers Park, Recreation Reserve "Wellington St" Cathedral park, church Steppers on Trafalgar Street. Just to say a few with many more hideaways in the city well within short walk from the inner city. Just about all the places listed above are under developed. As to having places to seat and relax and eat, eg the Maitai river area by Trafalgar central there is no where to seat. Bank line right in the city is a lovely place to stop relax there but is very little seating there. "How easy would it be to simply install more seat in these area's so people could use them." just a sort walk from the city or in the city.

After reading the Pathway of Nelson. My first and biggest question is the roading around and through the city centre.

Rutherford St is a major road in Nelson for all vehicles, including large truck up to 50 tons

Hardy St is a many feeding road for Washington Valley and Victory to the Eastern side of the city eg MNIT, Police, Court,

Bridge St a feeding road from Rutherford St, Victory, Washington Valley to the Eastern side of the city as well as vehicles coming from Haven Rd.

Halifax St is all ready a busy little St. If Bridge St, Hardy St "by the look of it Part of Rutherford St." Are made vehicles unfriendly where are these vehicle movement going to go to get close the city?

I have a major concern after reading the Pathway of Nelson. the misleading information with in it. The information being presented to council should be correct and robust.

It clear say in it

E.g. less than 100 people live within 500m of the city centre.

Only 1,500 people live within 1km of the city centre. Its is very disheartening on reading this as it shows a mumber of things going on. Very poor research, mistakes being made and not pick up on deliberate misleading go on all the above.

My I'm lucky as live on city fringe. So my main transport is walking, then Bike. last is Vehicle. Saddle most of the shopping I do the shoppes have move out of town. for me a round trip of 6km is a walk in all weathers. But most Kiwis love to drive

there car, Kiwi will always have cars. Just what drive the motor with change. Eg Petroleum to electric or others.

I would like to finish on this.

I have travel to places around the world stayed in city of 15, million people bigger. as well a family out side these city. So have seen many places that has growing my mind and knowledge where as in a large city there are close off streets. just about all the shoppers are food eating and drinking with ~~st~~ seating out on the street. But there is very efficient public transport under ground. So where as there would be 10's of thousand people above ground. they move under ground. Eg Paris moves more than 12 million people per day on the metro. Where as just out side Paris the only public transport move people to and from the metro. When I went to a shopping mall well a supermarket. the carpark was 1,500 parking, I was told the all the development work was more carpark going to 5,000 car park.

If my eyes Nelson is not a city its not even at a side of a suburb of a medium size.

Nelson city centre is smaller than a shopping mall of a larger town in Europe.

I hope I can get the chance to speak to the council through the public forum. on the above.

ID # L2034



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2034
Name	Tayla Carson
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Good morning,

My apologies for the late submission. I had a chance to review Te Ara ō Whakatū over the weekend and it is fantastic. It is exactly what Nelson needs to enhance the city centre. A city that promotes pedestrian and cycle users is a city that thrives. Having spaces for people to gather and use is what keeps the city alive, city centre living promotes development and new businesses targeted at a new demographic. Busy streets mean more business and opportunity for the area. I think it could even go a step further and fully remove vehicle access to the city centre, Nelson is different because there is already the cycle infrastructure, and lots of people bike everywhere. Cars shouldn't be the priority, they're pollutant and removing them (and consequently parking) allows more space for areas for pedestrian and cycle access. Look at wellington, where they removed cars and the space is thriving with pedestrian life everyday of the week. Nelson could be like that, it'll just take a culture shift to remove the focus on cars, but we have an opportunity here to make some revolutionary decisions that will make Nelson a top destination in New Zealand. Great work on Te Ara ō Whakatū Nelson City Council. I look forward to the changes and culture shift to come. Stick to the vision, make the tough calls and get this going.

Kind regards,

Tayla Carson.

ID # L2035



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2035
Name	Barry Thompson
Organisation	Thompson Daly & Co
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

THOMPSON, DALY & CO.
CHARTERED ACCOUNTANTS

B.L.C. THOMPSON, B. Com. C.A.
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266 HARDY STREET,
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NELSON 7040

30 September 2021

Nelson City Council

Nelson City Centre Project

Re: Draft Nelson's City Centre Spatial Plan

I have viewed with interest the development of this Plan, which in my mind is putting the cart before the horse by a group of people who just love spending other people's money (like rates) but are taking no responsibility at the end.

Although you are proposing to pass this over to Maori Iwi, who already have other land in the Nelson City Centre which can be developed (Wakatu Hotel and adjoining properties) just for one example, this proposed Plan set out on the 95 page booklet is an example to myself of Local Bodies gone crazy.

I have been in business on my own account for just over 60 years and have learned from the school of hard knocks over that period of time what can be done and what cannot – a pity that the NCC senior staff and Councillors haven't had that same experience, even one-third of it would have helped them considerably.

In the course of running my accounting business in the last three weeks, I have asked every client whom I have had an interview with in my office the following questions.

Do you agree:

- 1 With the possible NCC Spatial Plan?
- 2 With the grandiose Library and Retail Development Plan?
- 3 With the upgrading of the Highway through Rocks Road, Tahuna joining up with the Nelson to Richmond Deviation?

Believe it or not, every reply has been **NO**. These answers **NO** were given from very experienced local investors and business people. I can verify from my experience with them over many years that I would certainly listen to their views rather than those of the Council (staff and councillors of the NCC) who have displayed a complete lack of ability in providing new ideas for the Town and carrying them out.

The Stoke Greenmeadows Centre is a good example of local politics gone wrong, in that you accepted a price from an outside firm without any investigation, then had terrible supervision of the job to where it ended up a disaster both in terms of construction and also costing.

Another example of NCC craziness is the proposed development of the inner city streets promoted by a high powered expensive local hierarchy who try to justify their own existence at the expense of rate payers, the cutting back of parking areas in the retail area of Nelson City and the development of wider pedestrian ways, when to be quite honest we have large enough footpaths at the present time, we need more people in cars able to park in the retail area.

What you need to look at is a practical way of approaching some of these matters and the only practical person that I can see on the NCC who has had the required business experience having done it themselves is Councillor Mel Courtney. Some of the Councillors are clients of our firm and I acknowledge that fact, but have kept completely clear of speaking to them with any of the points that I am raising with this submission.

Let me then say that the one factor that should have been considered years ago, and which successive Councils have completely ignored, including also Council staff is **The Southern Link**. Back in 1966 after I had been in Nelson for only 5 years, I conducted negotiations to sell the Samuels Nursery in Beatson Road to the Roding Authority and the NCC as a start of the the Link Project. I can say that to substantiate my views of Councilis lacking vision, nothing has happened in support of the Link for the last 55 years because of inaction or anti sentiments against the Link, even though the local MP for many years (Nick Smith) supported it very strongly as did most local businesses, and I regularly bring it up in the Annual NCC Reviews. The Link would produce **HUGE** economic benefits compared with the new Library.

By establishing the Link, it would reduce considerably the traffic jams we have at the moment and money spent on that would be miles better than “the Reece Memorial Library, which is an arty-farty stupid development which hopefully is dropped, and I will certainly conduct a campaign against that if needed. Log transport operators say that their 3 trips per day to Port Nelson could increase to 4 if the Link operated. This would apply to all traffic – huge benefits.

The new proposal encouraged by National Government to cut back on car park sites on any City residential developments would be crazy in this case, as with 150 plus Units, where do the tenants who would invariably have two cars per Unit park their cars? Some years ago I did three inner-city residential developments (4 or 5 Units on one title, particularly Maitai Views and Nile Court, where we had to provide as a selling point two car parks per unit). That position still applies today.

The Nelson City Council and their approach to car parking

For many years now the NCC Council have been well known to be anti-parking and anti-vehicles. This goes back to at least the days of the late Eric Davey, who at one stage I can recall said that cars were a problem in town because they caused accidents. As an ex traffic department person, this comment may have been correct but rather stupid I felt. The Council's policy to long term car parking has been shocking in recent years. Just to mention a few points:

1. Betts car park which was a permanent park occupying approx 35 parks was sold to developers of inner city units.
2. The Council has actively promoted the cutting back of car parking in Trafalgar, Bridge and Hardy Streets, suggesting that the Trafalgar Street angle parking be changed to parallel to the footpath. Councillors may not realise in making this suggestion that you can put in at least two car parks per one parallel park, which if instituted would bring the Trafalgar Street car parks down to 50% or less of the present. The retailers were dead against that.

Many years ago I personally became tied up with the establishment of the Buxton Car Park because of a meeting that I had with Eric Pearce who was chairman of the Town Planning Committee at that time. I did a deal with him on behalf of a client selling the land that now provides the entrance way from Collingwood Street into the Car Park. As a result of that meeting Eric and myself struck a deal to sell the land to the NCC and as a result of that a Council policy evolved whereby any central city landowners who wanted to develop their land were exempted from providing car park space for the development in lieu of the Buxton Car Park providing that area in substitution.

It was decided to look to promoting a central Car Park Building to provide that future area required. Unfortunately the NCC doesn't like Car Park Buildings, in fact they just don't like cars coming into Town, which is absolutely contrary to any retailers views. Of course if we look at the NCC make-up I wonder how many retailers are in that group, or alternatively retail property owners.

Central Nelson has over the years developed as a strong central business area, both the schools (Nelson Girls and Nelson Boys) together with a very large Polytechnic Campus, commercial centre (Cawthron Institute) Port Nelson and numerous Government Departments etc, where these entities are used by families that predominantly live outside the Central City (such as Stoke, Richmond the Plains) where a better transport system is needed.


Nelson is also the centre for casual accommodation, such as Motels and the Rutherford Hotel, as you will note very few of these Units out in Stoke or Richmond, they all seem to develop in the Central Nelson City.

The Proposed Development by Iwi in Central Nelson

To have over 150 house units in the middle of Town is plain crazy, as it would require at least 250 car parks and certainly would not attract retired couples to live permanently there unless the units were very cheap, carparking nil and with the potential to develop into a ghetto. As an example of inner-city cramped accommodation in Nelson, you only need to go to the Franklyn Village (the old Nurses Home where there has been at least one murder, numerous assaults and a general downgrading of the property by the type of tenants in the property) to see how the proposed development might look in the future. It certainly would not enhance the view of Nelson being a vibrant holiday centre.

I would like to personally present my submission, if possible, before a final decision made.

Yours faithfully
THOMPSON, DALY & CO



ID # L2036



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2036
Name	Bruno Lemke
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

Submission of the Te Ara ō Whakatū - Nelson's City Centre Spatial Plan: Friday 1 October 2021 by Transport Group of Nelson tasman Climate Forum

PUBLIC INFORMATION STATEMENT:

We are happy that our submission is included in reports available to the public.

INFORMATION ABOUT NTCF:

The Nelson Tasman Climate Forum is a community-led initiative open to everyone. We aim to get everyone in our climate change response waka paddling quickly in the same direction.

Our mission is to weave individuals, households, civil society organisations, businesses, councils and iwi together around urgent, strategic action on climate change in the Nelson-Tasman region.

See our Charter and Climate Action booklet here: <https://nelsontasmanclimateforum.ning.com/>

NTCF is part funded by NCC.

Introduction:

Apologies that this submission is a tad late. For some reason I thought it was open till 5pm and I have been busy all day today.

There are some excellent points in the shape Nelson submission, many of which have been covered by Hilary Blundell also of the NTCF.

We wish only to submit on the transport section of this report.

We definitely like the street calming idea to make it safer for cycle traffic and pedestrians – a mode of transport that should be encouraged for short distance travel within Nelson and even from Stoke or Richmond to Nelson.

We really like the idea of laneways: “Laneways are narrow streets, service lanes and alleyways that can add diversity and character to the city’s overall public space offering. Laneways provide an opportunity for people to explore and be part of the life of the city.” We strongly encourage their development.

We do not approve of the very minor reduction in parking proposed in this document nor the prospect of a parking building, nor the angle parking idea as all these measures just encourage traffic into Nelson. We appreciate that if Richmond also does not make it more difficult to park cars then some of the Nelson shoppers will go to Richmond (adding to GHG emissions), so it is important that NCC and TDC work together on this process.

We at the NTCF strongly believe that “City streets are for People”. We also recognise that travellers from the Tasman rural area can at this stage only get to Nelson by car. We fully endorse the new bus routes from Wakefield to Nelson and Motueka to Nelson but we are disappointed that this will not start till 2023. We acknowledge the delay in delivery of electric buses but the issue isn’t really about electric buses vs fossil fuel buses, but more about how to get people out of cars into buses. Not only does this reduce GHGs but also reduces car traffic, reduces congestion and reduces the need for taking up so much space in the city for parking.

We strongly recommend a park and ride system at the outskirts of Nelson with easy access into the Nelson CBD via hire bike or by a regular bus service that starts almost immediately rather than in a few year’s time. We also believe that priority lanes for buses and a congestion charge for cars needs to be implemented as soon as possible. After all – we all believe that the rise of green house gases is a climate emergency and that we should take action now rather than talk about taking action in the future.

Currently the NCC still has last century thinking when it comes to parking, when the Spatial Plan document refers to “Strong parking demand is a sign of a successful and vibrant city.” That used to be the

case, but overseas experience (primarily in Europe and Asia) show that successful vibrant cities are places where people walk and spend time shopping rather than spending time finding a car park so they don't need to walk. From living in overseas vibrant cities (Sydney, Melbourne, Adelaide, Trikala (Greece)) I have never found it as easy to get a park outside a shop or venue or eating place than in Nelson. We will never attract people onto public transport if we make parking so easy. These cities have made their central city pedestrian friendly. Not only do we suggest a reduction of parking space but also a hike in parking fees and a corresponding reduction in bus fares in order to attract people into buses and out of cars. Indeed bus fares should be free – the Gold Card system makes buses free for older people who are the main ones using the busses from 9am to 3pm. Why not make buses free for everyone?

Bruno Lemke (Dr) on behalf of the Transport group in the Nelson Tasman Climate Forum

ID # L2037



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	L2037
Name	Rob Stevenson
Organisation	Achilles Properties Limited
Position	Director
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

Draft Nelson City Spatial Plan 2021

Submission

Nelson City Business Association

From Robert Stevenson,

Convenor

Director Achilles Properties Ltd Nelson

The Nelson City Business Group is an informal group of Business owners and property owners. We have 540 people on our Data base

I have read the “Draft City of Nelson Spatial Plan (DCNSP) and the nebulous TE ARA O WHAKATU which I understand is a plan to substantially change the way that Nelson City operates and the activities that take place within the CBD.

I have found it difficult to understand what changes will be brought about and what the real purpose of making the changes are for and will achieve.

Generally, the documents are very vague, and seem to only an Overview of a Strategy with no real detail. As you will be aware the Council tried last year to widen footpaths and remove car parking during the Covid 19, (May 2020) and also again in October 2020 with the City Streets for People program in October 2020, and these programs were both cancelled due to inadequate Consultation with affected businesses.

I think that this consultation document is disappointing in that despite assurances from the Deputy Mayor Judene Edger the car parking strategy has not been completed and released with this Nelson Draft CBD Spatial plan

I make the following observations and comments.

1) Are the Reasons Given in the Draft City of Nelson Spatial Plan Valid and is this right for Nelson?

When you read the DCNSP the impression is that the CBD is tired run down and very unsafe for pedestrians, which I believe is totally the wrong impression. In this regard the program does not give any recognition to how our Town operates and the elements that make it a success. Scant recognition is given to the matter that Nelson City is the Nelson-Marlborough-Tasman Regions (top of the South (TOTS)) largest and most successful retail and Commercial hub. The Town is already Unique, special and a great place to visit. Many Tourists will tell you that they wish they had planned to stay longer. Soon NZ will put the Covid 19 pandemic behind it and tourist will return

In recent years there has been a lot of comment about the growth of Richmond at the expense of Nelson, or that retail is in decline, but the analysis of the Data (Market Review Nelson City Council Quarterly Report) shows that the opposite is true. I have attached a copy of this report along with this analysis.

Nelson City as a retail destination sells 233% in value, greater than Richmond.

Retail Growth in Nelson has increased at 40% in the last 6 years

Nelson offers a lot more retail Variety, Hospitality, and most of the Districts Professional Services.

Although Richmond is the largest town in Tasman District, our neighbouring Council, and is in reality, just a suburb of Nelson, with most of the best amenities, sporting, parks beaches etc, entertainment and the best range of shopping, being accessed across in Nelson City.

In Nelson -Tasman our citizens are almost entirely dependent on the use of the private car, and this is how our customers access and use the Nelson CBD. These customers are the lifeblood of the Nelson CBD and its businesses and unless we have ease of access and decent car parking, the residents of Nelson Tasman will find it far easier to drive to Richmond which is less than 12 km

down the road. For this reason, anyone with the best interests of the Nelson CBD should be alarmed at what I think will be detrimental effects on the CBD

Has the effect of removing large numbers of carparks being considered?

- 1) Hospitality, tourism, and boutique retail is the long-term heart of the vibrant community, regardless of the current downturn.
- 2) People need to be able to drive to town and have easy access to parking why is this such a complicated concept to understand?
- 3) People have located their businesses in the CBD with an understanding, given zoning, that adequate parking will be provided for the CBD. It is appalling a minority of counsellors want to abuse that responsibility to their ratepayers.
- 4) Every company placed in offices is screaming out for long term staff parking. Colliers has been on the waiting list for an additional CBD carpark for 5 years and just got one two weeks ago!

The greater metropolitan urban area of Nelson (including Richmond fills the flat and hilly areas from Marybank in the North to Richmond in the South. It is bordered by steep hills of around 600m and Nelson haven in the north to Waimea Estuary and the Waimea plains. This results in a long narrow urban space. Over the last 90 years the area has been defined and shaped by the use and choice of the private car as Nelson's people primary choice of transport. Despite a lot of talk among environmentalists, and Local & National Bureaucrats, this situation is unlikely to change in the next 20 years. Some of the worlds smartest minds are working on electric autonomous cars and other new ways of transport, which will be adopted once a proven model proves itself. When and if this change comes, we will be followers not early adopters. The current new electric cars still use car parks. Despite recent attempts, with the Heart of Nelson Strategy (2009) and the Abley Parking Study 2014 to remove car parks and discourage drivers through various means such as increasing car parking charges, the move by Nelsonian to buses and bicycles has not happened.

Is it realistic to think that Nelson City can be a carless enclave where walking and cycling will predominate when the Nelson CBD is only a very small part of the wider district which to many people includes the whole top of the South-Nelson Tasman and Marlborough? Where is the independent research that supports this type of approach?

In Dunedin where the DCC tried a similar plan, Professor Nathan Berg has found that “success in pedestrianizing streets generally occurs in cities with population densities 40 times-or greater-than Dunedin”. He went on to say that “Inflexible restrictions on automobile run counter to advocates’ stated goals on the natural environment, public health, wellbeing and especially inequality, as the proposed restrictions will hit families on low incomes, the elderly and those living with chronic illness the hardest”:

I think that we should get Professor Nathan Berg up for a visit to discuss the best types of proposals to move the Nelson CBD ahead.

2) Consultation

There has been consultation with a wide number of different groups and citizens. The question must be asked- Have operators of the Nelson businesses being properly consulted and have they been listened to? It would appear to many business owners and CBD property owners that this has not been the case.

3) My Conclusions

The Car parking study needs to be completed before any changes to the CBD can be considered.

There needs to be some proper research papers provided proving that this type of concept proposed in DCNSP will work and examples of where they have been implemented.

With the uncertainty and the impending recession brought about by the Covid 19 pandemic, this is not the right time to experiment with the Towns layout and operation.

The plain trees planted in Trafalgar St are the wrong type of trees for our city streets. They need replacing with trees not so large.

There is the need for a car parking building in the CBD and the Council should be responsible for providing this considering the excessive rates that have be levied on CBD Businesses since the early 1990s.

There are always ways of improving our CBD and we as a group are open to these changes but would like to see an incremental approach with better consultation and detailed design.

We have a wonderful city which provides an attractive environment for workers and shoppers, it would be a great shame if Council started trying to introduce measures which are more appropriate for larger city populations. We need to be careful on how we progress our plans for the next 30 years to ensure that the city provides the right environment for existing and future business occupiers and our retail customers. I would think the wide-open spaces should be better served in picturesque waterfront locations rather than on our city streets.

There is no one solution that fits all, but we have to be very careful that we do not rush into plans which are likely to have far greater long-term problems for the city which will not be easily remedied.

Robert Stevenson

ID # 10610



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10610
Name	Rosey Duncan
Organisation	-
Position	-
Suburb / City	-
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I support this vision for the following reasons:

Because there should be more than 100 people living within 500m of the CBD.

Because intensification has multiple important benefits; it requires less infrastructure (as well as reducing the need to build yet more infrastructure), reduces reliance on private motor vehicles and therefore also reduces associated green-house gas emissions, it increases active transport & use of public transport, creates a vibrant community and allows us to protect greenfield land for either food production, or ecological purposes, both of which are crucial to life on the planet, including human life.

Because we desperately need to make Nelson less car-dependent.

Because streets should prioritise people and I'd like Nelson's CBD streets to provide outdoor lounges and other social spaces

Because using less land for vehicle storage is a good idea.

Because I like the idea of a Bridge St 'linear park' and the idea of 'Green Boulevards' - the earth needs as many trees as possible.

Because I want a 'walkable Nelson' with a compact city centre.

Because I want "Smart Development" that matches the needs of our population.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Keep Nelson Small

Many people love living in Nelson because it has a small footprint and not too much traffic.

Nelson is the smallest local authority area in New Zealand. I want our Smart Little City to stay smart and little, not to sprawl further out.

Intensify

Please enable more inner-city affordable and well-designed apartment dwellings via intensification-positive policies to meet the needs of Nelson's population.

NCC's 2017 NCC Population and Households report says that, "Overall there is a trend towards smaller households with nearly all the growth being 1-person households and couple-without-children households".

Please prioritise the construction of more smaller dwellings in the CBD, that will suit the needs of students, low-income families, the elderly, and people with disabilities.

Provide Social Space in Residential Buildings, especially for 'Social Housing' residents

The Draft Spatial Plan says 'mixed use' buildings incorporate residential and office and retail. Why is there no mention of shared social space? These buildings should have indoor/outdoor social spaces/rooms that can be used for residents' meetings & events, eg: a wharekai, a games room, an alcove for a mini-library, a space to hold clothing swaps, mini-markets or other resident-community gatherings.

Incorporate Good Design in Intensification

I support intensification, where it is well designed for privacy or comfort. Ideal apartment dwellings should be designed well to offer:

- * Outdoor access to sunshine and shade for residents at home, (ability to dry laundry in the sunshine, or sit outside in the shade on a hot summers day, etc).
- * Eco-efficiency, eg passive heating, water-efficient, etc
- * Secure bicycle storage
- * Views of distance, sky and greenery - all necessary to wellbeing
- * Privacy and quiet from neighbours
- * Options for mobility-impaired people
- * Shared space for growing own food
- * Low maintenance buildings
- * Multi-functional interior spaces, eg moveable walls.

Reduce Motor Vehicle Reliance

Reducing some parking space shouldn't cause a problem, as there is already excess capacity. If public transport was more regular and extremely affordable, we wouldn't need a parking building. Since so many people need to travel into the CBD, we should create park & ride locations that don't occupy CBD space for vehicle storage, and which incorporate solar-panels which act as charging stations for e-vehicles or grid supply. CBD parking needs to ensure enough mobility-parking spaces to provide easy access for anyone with impaired mobility. It would also be good to clarify who is eligible for temporary accessibility permits issued by GPs.

Give Less Space to Motor Vehicles

There's currently a barrier for cyclists to nip through from Church St to the library. You can walk through the bus-station, but you can't bike through it. Can we park the busses somewhere outside the CBD and make it safe to nip through that space on a bicycle? Eg: move the bus waiting area to the southwest side of the bus zone, then people could bike from Montgomery Square, through Achilles Ave to Halifax St.

The car-free zone could extend down through Trafalgar St and branch into Hardy and Bridge Streets, making the whole CBD people-friendly.

Also could incentivise restriction of delivery time for goods vehicles to deliver eg; before 11am daily.

Prioritise Vulnerable Road Users

It is still unsafe for unconfident cyclists to cross the CBD. The trails only pass by the central area, but don't lead safely into or through the CBD.

Vulnerable road users should have priority in order of vulnerability. Linking the laneways is a good idea, but we need to prioritise pedestrians and cyclists at crossings, for example, at Trafalgar St bridge, please reduce vehicle speed on the road and give pedestrians and cyclists priority over motor vehicles. Also please prioritise pedestrians and cyclists crossing at the Hardy:Tasman St intersection.

Pedestrian islands make it much easier to cross half a street at a time, but curb extensions (the sticky-out footpaths) make roads dangerous for people on bicycles; people on their bikes should not be used as 'traffic-calming' objects!

Protect Outdoor Space for us to Enjoy

The more people who live in the CBD, the more demand there is going to be to 'get away from it all'. This need is currently met perfectly by the rural Maitai Valley which sits on the doorstep of Nelson, accessible to everyone, providing a tranquil place to recharge. Let's preserve that rural character for everyone to access and enjoy.

Let's ensure that we remain "connected to our natural environment" by protecting the existing natural environment.

Morrison Square as pocket park?

Morrison Square is currently cluttered with hedges and fences and filled with vehicle storage space. It could be a tiny pocket-park if we remove the parking loop (just keeping some parks as 'accessible parking' in the through lane), and remove all the unnecessary barriers and replace them with more seating and some simple interactive play space. It would also be better if the cafe building in the middle was accessible from both sides instead of locked off by a fence, and if there were some bicycle-parking staples added.

The Vibrant Heart?

Page 87 talks about a city that's "full of activity for 15 hours in a day". If we want to ensure the CBD is somewhere that people want to live, perhaps we need to allow for quieter times, when it's just chilled and pretty quiet, for residents to relax and enjoy their centralised location in peace.

Incorporate Modern Design

Please incorporate some fun, playful and modern, innovative and stylish design! There are a billion examples around the world. Whangarei Camera Obscura is just one. It seems our city designers have been trapped in some colonial iron foundry. Please no more 'Black Bollards' and perhaps we can have a few more alternatives to the 'Boring Green Park Seats' too.

Start Now

I hope we start seeing these changes soon.

ID # 10604



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10604
Name	Gail Murray
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

People who visit the city centre for shopping want car parking close, particularly the elderly.

This will drive people away from shopping there.

I don't visit the inner city often & would rather have the money spent elsewhere.

The trees while look nice will end up blocking light, causing root damage to footpaths.

The cost to build the library is outrageous and along with this unnecessary upgrade which is over the top is just ludicrous of our rate payers money.

The money could be spent elsewhere on so much more community used areas. Why not upgrade Tahunanui where so many families go.

Why did you select this option?

Is there anything else that you would like to add?

ID # 10601



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10601
Name	Katie Pascoe
Organisation	
Position	
Suburb / City	Atawhai
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Great plan and forethought. Fully support it.
Love the activation of the laneways.

Great to see bike lanes being connected.

Only recommendation is to re think the library placement. It appears out of step to climate change science. Huge liabilities in the planned site in terms of flooding and earthquake risk. Why not reactivate the old library building? Put the money into preserving the historic building and on better land? More central to CBD.

Otherwise go for it!

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Please keep working on supporting and funding arts and culture in our city.

Including designated spaces that are activated by artists and build on the creative economy. It would be great to see an arts strategy developed to sit alongside the urban plan.

ID # 10600



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10600
Name	Tim Bayley
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Because this is an airy fairy vision with lots of pretty drawings that bear no resemblance to reality ... all very pretty but totally out of touch with what will make this town better. There are so many things wrong with this plan.

1. I does not come with a parking strategy for the town ... that was supposed to be part of this and these two things are so closely linked you can't possibly expect the public to make an informed decision about the plan .

2. There are lots of pretty pictures that we are told "Not Actual Designs" ... so why put them in there then ? they are just deceptive as obviously we are not going to get them or be able to afford them. You have a reflecting pool at the top of Trafalgar St ... that can't possibly be built as you have to have access for emergency vehicles (we were told that was why the new layout was straight and boring)... so that's a LIAR ...

You have ping pong tables on Bridge St????? really this is our CBD not some sports ground ... Anyone seen a ping pong table after a few weeks outside ? and on a Friday night with drunks coming home from all the pubs ? Really stupid .

3. There is no mention now of the oneway street system and ring road that was talked about in the consultation but all the drawings have Bridge as oneway Hardy ???? who knows do you ??

4. Social housing in the CBD good idea maybe but not in the concentration shown and NOT in an 8 story building too high ... we should have a good mix of housing in the CBD above retail but no higher than 4 stories 5. Parking on Trafalgar St this angle parking has an amazing turnover at the moment ... as it is just 1 hour max people only stay for short periods and the average is around 20 min ... so on an average day somewhere between 750 to 1000 shoppers park here ... which has got to be incredibly important to the business on the street and surrounding area to take this away and replace with way less straight parking with wider footpaths seems incredibly short sighted store will fail and the CBD with fail

6. the Cost ???? nothing at all in this documents re what the cost might be ...???? BUT this is 100 x's bigger than the top of Trafalgar St which came in at \$861,000 so God knows the number that will be needed to do all this will make a \$46 million library seem cheap ..

7. Trees a 1000 new trees ? really ... ?? yes a few more trees would be nice but must likely you will only want to plant native trees which are really useless in town ... A they take years to grow and they do not loose their leaves in winter so will make the town dark and cold.

8. in your drawings you show lots of planting and as it the one below you talk about "enhanced biodiversity and wildlife habitat " we do not want rats living in town

Why did you select this option?

Is there anything else that you would like to add?

You really need to think sensibility when doing any major changes to the CBD

If it ain't broke don't fix it ...

The hanging baskets each summer are great...

Our restaurants are great and so are the existing patios ... we do not need anymore .

Will we be allowed to talk to this issue at council ... ?



ID # 10599



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10599
Name	Lance Roozenburg
Organisation	Kūmānu Environmental
Position	Senior Landscape Architect
Suburb / City	Tahunanui, Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

See Below;

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

It is exciting to see a plan that announces change for the Nelson CBD. We acknowledge the considerable time and effort that has contributed to the development of a Central City Spatial Plan. We congratulate those who have been involved and support the need for change and activation of our incredible city.

We wish to contribute our expertise and thoughts to this project and provide the following;

The Spatial Plan document highlights the many existing Taonga in our Smart Little City. To grow, it is important that we have strong links to other nearby precincts; NMIT, The Arts and Culture area, Riverside Precinct, Sci-Tech Precincts, amongst others. Our lanes and linkages are critical to this, as well as encouraging people to live, work and play in the city, creating a heart where visitors will want to stay longer.

Kāinga Ora Development

We support and applaud encouraging living within the Central City. Our Central City must provide for this. Trafalgar Street, Bridge and Hardy require activation and enhancement through smart living opportunities. Alternative solutions and creative discussions are required to support residential living above our Central City streets, thus making these spaces more connected with the street edge and encouraging visitors and our people to feel safe and welcome at any time of the day.

We love the proposal of a Kāinga Ora supported residential development. We suggest that this might be better located near Green fields, transport links and areas where communities and children are able to play freely. Tāhunanui Beach is such a place, with the Playing Fields, Natural Play, Swimming and Schools. The base of York Valley could be considered as a Native Restoration Project with integrated living opportunities and smaller multi-story developments being a short hop to playing fields, the tremendous natural play spaces and track system on the Grampians, Broads Playing fields, Support services and Schools. Apartment buildings of no more than five or six stories and spread within and throughout Nelson, should be considered and supported.

The proposed site for Kāinga Ora might provide the greatest opportunity for housing and providing Smart Little City Opportunities. We would encourage industry and enterprise. We envisage an open, glazed ground floor with Artisan Cheese makers, Chocolatiers, NMIT driven opportunities and complementary business, new and old, enlivening a space. Upper stories should be for living and lifestyle, given the prime and central location and views. Let's consider beginning to connect with the already successful Ajax Apartments, Betts Apartments and the proposed Malthouse Apartments. Combined with establishing residential loft spaces in Bridge, Trafalgar and Hardy, we will see real change in our City.

Trafalgar (The Central Heart of our Smart Little City)

Trafalgar Street requires a statement move. The current visualisations show little development within the heart of the CBD, with key anchor buildings such as the library

and civic house being less connected to the heart of the CBD. The centre of our city is presently cold and uninviting in the winter period. We need a pivotal change and a greater discussion is required. The Bank Lane region requires opening up with strong connectivity to our beloved and renowned Market. Consider the relocation of a Library and Civic Functions to this space, increasing central city foot fall from the Centre of our CBD. To the east, a glazed, planted connection through to Buxton Square would create interest and enliven the commercial space and encourage new development. A bold move is required to strengthen our heart and to provide greater catalyst for our amazing little City to be special, creative, vibrant, technology-driven, marine-inspired and commercially-focused.

Bridge Street Linear Park:

We support a focus on drawing visitors and pedestrians into the CBD. However, whilst the Bridge Street Linear Park imagery looks fabulous, it appears to bisect the city rather than integrate it to form a strong connection to the main hubs. The linear park avoids connections to Rutherford park and the Haven cycleway and relies heavily on café edges throughout. The connection to Anzac Park is counter to connecting to the newly established Haven cycleway and terminates in an area relatively devoid of population. Rutherford Park, Trafalgar Park should be the focus of the green connection and provides a greater opportunity for the CBD to leverage off larger events that occur at these locations.

Parking

Imagine a future where we have a Smart Little City where our residents use cycling for much of their transportation. Our cycle links are improving and vehicles coming into town are visitors to the city or those on the outskirts and wider Tasman District. We have two fantastic spaces in Buxton and Montgomery Square. A future city should see these as real Squares, where residents edge them and look in on Green spaces. Multi-story carparking should be envisaged as an interim view, with a long term view of seeing these as additional multi-story living.

Climate change.

We support careful development on the Maitai River / Mahitahi. However, development should have relocatable functions. The effects of climate change should be included as part of the NCSP. The Library and Kāinga Ora housing are proposed in the inundation zones for the central city. Building floor levels may be set above the inundation zone as part of the Maitai precinct, however it appears that wider consideration of the impacts and costs of developing this area on the surrounding infrastructure and roading is required.

The Mahitahi edge might be seen as a space for future dining, play, promenading, living spaces, entertainment and highly activated. Perhaps relocating and evolving the night scene, eventually, from Bridge Street and making it a place for all.

Green Corridors

Future linkages to Mahitahi subdivision and the Mahitahi/Maitai need to be considered as part of the linear park, green corridor development. 1000 trees will contribute to wellbeing and ecology but should be used with caution on east-west oriented streets which already are significantly shaded by the built environment.

NMIT Te Whare Wānanga o Te Tauihu o Te Waka a Māui (& Hardy Street)

The Public Life Survey provided data to base parts of the Spatial Development Plan. NMIT Students represent 3000 daily visits to the city and more than 50% of the people in the Nelson CBD on any one day. Whilst the Spatial Plan identifies the importance of NMIT, the real importance to our City has not translated in the plan, even at concept level. NMIT is an Activator Hub on many levels; attracting talent and supporting industry, increasing our technology levels and bringing vibrancy to our city. Hardy Street is identified as an Eat Street but more is required to create this connection and to support business in this area and enhance linkages. Moderate intervention has occurred in Bridge Street but Hardy Street has received no real activation. NMIT forms a very large hub which lacks an identity at street level. A bold move needs to be made at Upper Hardy Street and the Collingwood Street edge to highlight this. Whilst Nelsonians understand that NMIT provides State of the Art technology at the International Maritime Institute of New Zealand (at NMIT), a first class Business School, New Zealand Certificate in Conservation Studies, Project Moturoa Trainee Ranger Programme in partnership with DOC, it is not celebrated and connected as a hub to our CBD. It also provides an easy connection to the city and has the potential to activate the CBD through students living within it.

Transport:

The City Centre spatial plan must be considered in combination with the Nelson Regional Transport Plan. Future allocation of carparking space, the development of a parking building and the conversion of the vast expanse of carparks into greenspace must be considered holistically as part of the NCSP. The NCSP should include a Parking Strategy. There is little consideration of how public transport options enter the CBD or how we consider future carparking and bus stops. An integrated transport hub/precinct should be considered and the present Bridge Street Bus Hub provides a great location. A Bus interchange, near the Rutherford Street Transport Link, with multi-story carpark above should be explored (with future opportunity to turn carparking into apartment dwelling). It might expand into the present Achilles carpark space. Once developed, we have opportunity for further linkages across the present Achilles carpark and potential to create greenspace.

To summarise

We need some bold moves in our Smart Little City. If we remove the large volumes of people in the imagery, we see some big areas of paving, small seats, planters, small carpark sized recreation spaces, many café's and white backdrops. The Nelson CBD deserves some greater thought and stronger conversations. We need significant change and more creativity. Conversations need to occur with existing landowners and Land-swaps considered to open connections between various potential open spaces.

We need significant change and to create opportunities to enable life in the city. People may linger a little longer but ultimately the framework for city living and access to critical open space aren't evident in the current plan.

We are an amazing Smart Little City, but our heart requires a vibrant and bold move. We welcome the opportunity to speak to this further.

ID # 10593



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10593
Name	Ali Boswijk
Organisation	Nelson Tasman Chamber of Commerce
Position	CEO
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

See attached submission

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

See attached submission

Nelson Tasman Chamber of Commerce.

Submission to Nelson City Council Te Ara ō Whakatū

September 2021

Background

The Nelson Tasman Chamber of Commerce (NTCoC) is a not-for-profit membership organisation that has been supporting businesses and commercial activity in the region since 1858. The Nelson Tasman Chamber of Commerce is affiliated to the NZ Chamber of Commerce which is part of the International Chamber of Commerce network. The Nelson Tasman Chamber of Commerce is trusted by the business community and provides a clear channel of communication to, and with, the sector. The Chamber has a membership of 500 businesses representing a wider network of 8,000 business owners, employers and employees. It engages regularly with membership and regularly seeks feedback on local and national issues. Nelson Tasman Chamber of Commerce has been an active partner in Project Kōkiri, the COVID-19 regional response and regeneration plan, the Te Taihū Intergenerational Strategy and regional Skills Leadership Group.

The Chamber was project lead on the support local / community engagement campaign "We've Got This. / Kei a Tātou, and is delivery partner for the Regional Business Partnership. The Chamber has recently been awarded a contract with MSD to run a creative careers / business advice programme for the creative sector, this is one of three pilots nationwide and the only one based in the South Island.

General

Thank you for the opportunity to submit on the proposed Te Ara ō Whakatū, we are keenly aware of the importance of this process in terms of shaping the future direction of the City.

It is commonly understood that a vibrant, interesting, active city centre is a key driver for economic activity and prosperity. There are many examples and case-studies from around New Zealand, and the world that would support the direction being proposed in Te Ara ō Whakatū. Successful delivery will largely depend on the value of investment being understood and supported by the wider community and specifically businesses in the region.

We have some concerns about ensuring on-going political support of such a transformational project and feel that a thirty-year horizon is too long, ten years would be better. We urge the Council to move quickly and to also produce a time-line of implementation so that the community is clear about what will be delivered and when.

We acknowledge the challenges that the COVID-19 pandemic has brought and commend the council for continuing the important long-term work that will influence and impact on the economic prosperity of the City, business and the wider community.

Submission points

Vision

Overall, we support and endorse the vision of Te Aro ō Whakatū however do question the inclusion of *stormwater treatment* this section. This appears to describe an aspect of implementation intended to achieve a *resilient environment* and a *great place for people*. A vision needs to excite and enthuse people, to create excitement and encourage participation. We endorse alignment of the economic focus with Project Kōkiri three-point plan.

Eight Transformative Actions

Given the scale and volume of the proposed development, we support the identification of discrete action areas as this will give focus to the implantation and make it more achievable.

There is no doubt that the limited availability of housing and rental accommodation is a burning issue for the region. Creating an environment where more people are able to live in the City Centre will be fundamental to the future prosperity of Nelson City and the businesses that operate within it. A range of accommodation both from amenity and cost, will be necessary to ensure diversity of residents that will also be important for the economic and social health of the community. To be successful, we believe it is essential that there is joined up thinking within Council so that the vision and political will behind Te Aro ō Whakatū is supported through wider actions of NCC.

We appreciate that the regulatory arm of the council needs to ensure development is undertaken within planning rules. However, it will also be the case that in some instances individuals behind these projects will not be 'property developers' per se, they will be property owners who see an opportunity to create accommodation as a 'one-off'.

We fully support the city conversion fund initiative to reduce the financial burden however, we have heard from some individuals that working through the requirements to undertake conversions on existing inner-city buildings is complex, time consuming with no guarantees of success. This can be daunting for both the inexperienced and experienced developers and is seen as a barrier to action. We suggest that the Council takes a pro-active position to provide a pathway through the process rather than engaging once a plan is submitted. Following discussions with several developers and aspiring developers we suggest that Council employ a customer-focused advocate to provide support through the planning and construction process.

We support the integration of art, design and story-telling to give a sense of place. This is important for the local community and visitors to the region. For the former it instills a sense of belonging, a connection which in turn creates greater social cohesion. As a driver for visitation the arts play a significant role in creating places that people want to visit, recommend to others and return to themselves.

As the organization contracted to deliver the Creative Careers business support programme in the region, we see this is as a great opportunity to employ creatives and there is a wealth of under-utilised talent living in the region.

To be successful, the city centre needs to be a place that works for people of all ages, where they feel at home, entertained and safe. Ease of navigation is also important particularly for visitors to the region. We encourage the spread of investment across the city to ensure equity of amenity for all businesses that operate within the CBD. The current focus on just a couple of areas while others are crying out for upgrade is not a level playing field and we are supportive of this being addressed. There is particular concern about the lack of investment in Bridge Street and we believe that an upgrade in this area is long overdue and could also help to improve safety in the area. Building safety into the design should be a priority for all of the precinct areas and laneways so that people of all ages, genders and ethnicities feel safe to visit, work and live in the City Centre

We would like to understand more about how the precincts will work and how hospitality and retail are supported through the design of these areas. Two important aspects of a vibrant prosperous inner city. As with our previous commentary, we would like to see the regulatory arm of the council get in behind the vision and intent of Te Ara ō Whakatū and support the development of outside dining and hospitality areas.

While there is good information on joining the dots we would also like to see how this area of the region will connect with the wider community through bike paths and walkways, to make it easier for tourist and locals to navigate their way into the city.

We do also strongly support alignment of the parking strategy work currently being undertaken by the Council with the Te Ara ō Whakatū project. While we are supportive of moves towards other modes of transport we need to ensure that this transition does not have a negative impact on the ease of doing business in the Central City.

We welcome the opportunity to present to our submission

N.B. For helpful reading we would recommend “Palaces for the People” by Eric Klinenberg published in 2018. This discusses the importance of shared spaces in helping to create social cohesion and in turn prosperity.

Ali Boswijk

CEO Nelson Tasman Chamber of Commerce

ID # 10592



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10592
Name	Dan McGuire
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Private automobiles are still going to play a part in accessing the city.

The plan shapes unrealistic expectations that will backfire badly, at huge expense to the ratepayers.

Why did you select this option?

Is there anything else that you would like to add?

Yes. Council is ideologically driven.

People will continue to depend on cars to access the city, and particularly older people will need cars even within the city.

As a footnote, let me add: the greatest bike enthusiasts in Nelson use their cars on rainy days. And have you ever stood at the entrance to mountain bike tracks, and watched people drive up to the start with their bikes, in huge 4X drive vehicles?

ID # 10590



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10590
Name	Magdalena Garbarczyk
Organisation	Fineline Architecture
Position	Director
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I believe that increasing the number of residents in the centre will bring new life into the streets and create a more connected community. Creating safe streets for people (as opposed to for cars) is a logical element in this vision.

We cannot regenerate our city without regenerating the ecosystem it is a part of so the 'greener streets' initiative is a no-brainer.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

- It would be good to add dedicated cycling laneways (provide a buffer zone between the pedestrian zone and the car zone for 3 wheels, scooters, skateboarding, etc)
- Encourage more public activities that are free and don't necessarily require consumption (most of the renders show outdoor spaces that relate to businesses only)
- Encourage alternative modes of transport and movement (street skating, parkour... we want people to feel free to move, support the health of the community through various ways of 'moving'). This is usually frowned upon as it's understandably unsafe to have teenagers on longboards riding alongside elderly on mobility scooters but if this diversity of movement is considered in the initial design phase, it could result in more people walking, cycling, and moving in various ways that could co-exist.
- Greening the streets is also an opportunity to grow food which could be considered

ID # 10586



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10586
Name	Harry Morris
Organisation	Harrys Fish Shop
Position	Owner
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?**Why don't you support this vision?**

I believe that as a priority the council should be ensuring that any changes accommodate the needs of both the businesses that are in the city and the aged population that travels to the city centre to shop and socialise. I do not feel that People at Play is the correct approach. Let's not forget the main purpose of the city centre is that of Business not play.

There is no doubt that the city centre is tired and needs a fresh look and that more residents living in close proximity are a great idea. Having upwardly mobile residents close to the heart of the city would certainly add some life and energy how we accommodate the outdoor needs of city residents needs to be in line with the value that they add.

Personally, I feel that we need to look at what it is that makes Nelson the city it is and enhance and promote this rather than trying to reinvent who we are.

Why did you select this option?**Is there anything else that you would like to add?**

ID # 10583



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10583
Name	Max
Organisation	F45 Training
Position	
Suburb / City	Richmond
Postcode	7020

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I am young and want a brighter place to live for years to come

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10582



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10582
Name	John-Paul Pochin
Organisation	
Position	
Suburb / City	The Wood
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	1
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

The devil is in the detail as they say.

From the booklet and renderings the plan sounds and looks ambitious and forward thinking but the reality looks more like business as usual, largely ignoring the fact that Nelson will not escape the effects of Climate Change and a fast changing world.

Is there anything else that you would like to add?

When asked to be part of the pre-engagement sessions I was told that 'this time it would be different' (it's hard to be enthusiastic and not just cynical about spending more time in workshops when they have achieved very little progress over the years). However the pre-engagement sessions appeared to be no more than a marketing exercise aimed at getting key groups and people behind and/or to test the water of a plan that had already been pretty well formed. Presumably the plan had largely formed during pre-pre-engagement sessions (who was involved in those). The sessions were very much one way presentations with little opportunity to feed back. When we did it was clear that this hadn't been factored in as the session as it overran considerably. Based on this I worry that any further feedback at this stage will have even less effect.

While the aims of the plan as described in the booklet sound great and it describes a city that I would, to a large degree, continue to live in (I've been suggesting we shouldn't). I would very much support a vibrant community focused city center that shifts away from one that almost exclusively focuses on shopping and tourists. The reality of the plan as shown however feels more like a shift of deckchairs on the Titanic rather than meaningful change. More about bending over backwards to appease developers, landowners and certain businesses, creating pretty buildings and some token pedestrianised areas ('becoming photographic moments' according to the plan). The 3D renderings, as well as the draft booklet, while offering a romantic view of where Nelson could be heading (which is useful and I applaud the ideology), betray the reality of the current plan and I feel they are misleading, providing only a very selective and somewhat skewed view.

It seems incredible that a 30 year vision doesn't envisage a car free city centre for example and I'm concerned that the removal the parking space requirements for new developments seems to have had the effect of shifting that parking to the street with the suggestion that Bridge St. for example is used as a linear car park to support housing/office developments. Even more concerning is the idea of a parking building that would signal that Nelson will support a car culture for many years to come and leave an expensive, ugly legacy for future generations rather than focusing on shifting to alternative modes and using the land for something more interesting. Apparently there was a lot of discussion about a parking building during the pre-engagement sessions, but this is of no surprise since this was suggested to us in the first session (in a previous workshop a few years back that brought together a wide cross section of the community, a parking building was very much rejected as a priority). Council should adopt a sinking lid approach to parking and ensure that any new developments are focused on shifting people out of their cars. As well as removing and increasing the cost of parking in remaining parking spaces, I would also encourage Council to consider a parking levy on private parking spaces (supermarket parking spaces and business parking spaces etc.) that can fund alternative initiatives.

I worry about the effect of building a new library on an area that is vulnerable to sea level rise and river flooding, both from a cost perspective and also on the effect future

sea level rise and weather events may have on the area as well as what this development may have on other areas (as modelling been done with regards to how this development may effect flooding in other areas such as The Wood?). It feels that this development is more about creating something that will look be good in photographs and marketing, perhaps to attract people to Nelson to whom more land and more houses can be sold, rather for the benefit to the wider community. It feel that we are still following a flawed Colonial model of perpetual growth.

I do support more inner city living and I am particular happy to see the suggestion that some land could be used to significantly increase the number of social and low cost housing in the city centre that could help support those struggling to afford to live in our city. The proposed area is well connected to public transport with much of the city in waking/cycling distance. Again though, I wonder how vulnerable development will be given that it's on an area that floods and what effect building in an area that floods may have on surrounding areas.

ID # 10580



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10580
Name	Fiona Wilson
Organisation	NRDA
Position	Chief Executive
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

To: Nelson City Council submissions@ncc.govt.nz
From: Fiona Wilson, Chief Executive, Nelson Regional Development Agency

Submission: NCC Spatial Plan – Te Ara ō Whakatu - Draft 17

Prepared by Nelson Regional Development Agency 24th September 2021

NRDA is the regional development agency for the Nelson Tasman region, with a mission to unlock the economic potential of Nelson Tasman to enable our people and places to thrive. We do this by leading inclusive and regenerative economic development, supporting our businesses and people to grow, and by shaping and amplifying our profile to attract people, business, and investment to the region. The NRDA is a Council Controlled Organisation, owned by the Nelson City Council with funding contribution from Tasman District Council.

NRDA is also the convenor of the Project Kōkiri collaboration. Project Kōkiri was established in early 2020 when the Covid-19 pandemic first emerged. It is comprised of Nelson City Council, Tasman District Council, Iwi, Nelson Tasman Chamber of Commerce, business representatives, the Regional Public Service Lead and the locally based central government departments. Project Kōkiri delivered and implemented the regional Covid-19 response action plan and continues to develop strategy and to advocate for the region.

This submission seeks to provide feedback on the NCC Spatial Plan.

We commend Council for taking a 30 year vision for the future of Nelson City, and the extended view of the changes we must make, and those that will be forced upon us, to ensure the viability and vibrancy of Nelson City for future generations.

The breadth and scope of the vision do justice to the scale and significance of present and future opportunities. The combination of climate change impacts, mitigation and adaptation, with long-term housing challenges and the changing nature of population and society means that our future vision must be multifaceted and well thought out. We consider that Council has achieved this.

Taking a long-term view of the proposed initiatives we note clear alignment with the Te Taihū Intergenerational Strategy in a number of areas, especially that of Te Aranga Principles which supports the goal of telling the stories of our region to reflect Te Ao Māori.

The concept of a vibrant and living City Centre, with multi-use buildings and places that serve our people, is also very much in service of the goal for our people and places to thrive.

Against the backdrop of the Nelson Tasman Regional Regeneration Plan (Project Kōkiri 2.0) 2021 – 2031 (draft at time of writing), and the NRDA 2021-2024 Statement of Intent, we also note the inclusion of initiatives that are essential now. We support the inclusion of the proposal to provide a mixture of homes in the City Centre including social and affordable homes, to go some way to addressing the critical shortage of affordable homes and rental accommodation that will take many years to fully resolve against a limited

supply of residential land. We look forward to supporting the early strategic planning for the Science and Technology Precinct and the opportunities this will bring for the region as another early priority for implementation.

We welcome the alignment within the Plan with the Draft Nelson Tasman Regeneration Plan and the strength of focus within the (Spatial) Plan on liveability, growth and innovation, which in turn support talent, skills and investment. We consider that the vision of the City Centre presents an exciting confident future; a time when many in our community and businesses face uncertainty, the Plan provides an encouraging vision of inclusion, vibrancy and quality of place. In turn, this will benefit long-term investment and talent attraction and retention, as well as the long-term future of Nelson as a Smart Little City. In addition, we strongly support the greening of the city; as well as its contribution to carbon sequestration, stormwater management and reducing ambient temperature, making the streets appealing as places and beneficial to the wellbeing of residents, visitors and workers.

Within the six moves of Te Ara O Whakatu, Clever Business, Smart Development and Destination Nelson in particular are moves we look forward to helping to deliver.

We would welcome the opportunity to comment further in future when more details of priority projects and timescales are drafted.



Fiona Wilson
Chief Executive
Nelson Regional Development Agency

ID # 10578



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10578
Name	L A Roberts
Organisation	
Position	
Suburb / City	Stoke
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached.



NOT.

Received at Nelson City Council

30/09/2021 9:32:19 AM

mail

Hannah

1000025861

Your feedback

The objective of this proposal is to provide a people-focused, place-based vision for Whakatū Nelson over the next 30 years.

Council adopted the Six Key Moves of the City Centre Programme Plan in 2019 and over the past six months has undertaken extensive targeted community pre-engagement on this strategy. Council has a good range of views from that pre-engagement process. However, community views on this specific proposal for Te Ara ō Whakatū a 30-year vision for Nelson's city centre are now being sought.

We want to know what you think:

Do you support Te Ara ō Whakatū as a people-focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development? What are the reasons for your view?

Name:

L.A. ROBERTS

Organisation represented: (if applicable)

Address:

70/1

Email:

Phone:

Feedback:

I object to the present high debt. I object to the forthcoming debt with the new library - it is not needed. I object to the 3 water scheme. We can't even look after our own water without getting involved with the likes of Wellington. I object to the spatial plan completely. Who wants another 2000 people in Nelson? Some of the reasons are: We need a lot more parking! We don't have enough parking at present. We don't have enough water. We don't have enough road width. We don't have enough power - nothing said about the recent outage early morning in Stoke with 6 trucks tearing around looking for the cause. We don't need 2000 more people in the city. I couldn't get a park last time I visited the council office not enough mobility parks - had to walk from the far end of the present library - not 80 year olds' friendly at all. But children with all the energy in the world get a playground just across the road. All the trees do is disrupt parking e.g. Mayland Rd repairs. Trees are good for birds especially with seats below. You always get a deposit back. Parking even for a short period of time will always be a problem for a high rise building. We recently read about the huge profit NCC got from parking meters. My question is - what is Nelson's commission? what is the total cost of the 3 models of parking meter installations over the years.

If you must spend other people's money build a multi story parking building in the centre. What about decent library in Stoke? - I won't visit it because four years ago I couldn't get a seat to read a paper for youngsters staring at phones & computers. We haven't even got a decent toilet on the west side of Stoke - you rub shoulders with men washing their hands.

Public Information: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

Next time some better paper to write on would be an advantage.

You could always visit for coffee if you would like - there is no charge for parking

L.A. Roberts

ID # 10577



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10577
Name	Rita Symns
Organisation	
Position	
Suburb / City	The Wood
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

Submission To Nelson City Draft Plan.

10/Sept 21

The proposed plan To Turn Nelson (which will never be a "small little city") into a series of "enhancements" is Totally ridiculous.

Nelson is a city demographically mostly of older citizens. These people need cars, trees, parking spaces, peace and privacy.

Young people with children do not want to live in cemented areas. Where are the gardens so children can see things growing? and to play. Surely not the streets where "strangers" lurk.

Nelson is not viable for many businesses at present and if you remove the shops and parking then the few remaining shops will also depart. Equal = dead city.

Richmond/Tasman is overloaded and without another road is gridlocked and older Nelsonians are again disadvantaged. Cars being unable to drive (access it.)

The future needs to be strategically planned with the support of the ratepayers.

The opportunity to purchase a block in the Kaka Valley gives families some lower ~~price~~ cost housing whilst allowing residents to have greenery (remember Birds) and not a concrete madness.

Thus I do Not support the proposed plan for Nelson City.

Rita Somers

R. Somers

Nelson.

11th Sept 21

Re Submission to Nelson City Draft Plan.

Hi. Yesterday I posted you a submission (from Wessoff) that needs a word deleted (Please). It is in the first sentence stating: Nelson is a city of ~~democratically~~ ^{I delete} mostly of older citizens. Please delete democratically!! and substitute the correct demographically of here. I have no idea where my head was at then.

Thanks a lot

Yours sincerely,

Rita Symns.

ID # 10576



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10576
Name	Graham O'Brien
Organisation	Nelson Cathedral
Position	Dean of Nelson Cathedral
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached



Nelson Cathedral
PO Box 657
NELSON 7040
New Zealand
September 30, 2021

Te Ara ō Whakatū: The Pathway of Nelson

To the Nelson City Council,
From: Christ Church Cathedral, Nelson

On behalf of Nelson Cathedral, we would like to thank the Nelson City Council for the opportunity to make a submission to the proposal about our city's future. As the most prominent historical landmark in the CBD, and as an important spiritual hub for Nelson City, we feel it is important to contribute to this discussion.

Recently, the Cathedral Vestry finalised its vision and mission for the future and this informs our response.

- Our Vision: **A Place that Matters as the Spiritual Heart of Diocese and City**
- Our Mission: **To be an Anglican Cathedral-centered family so that we worship Christ through our life together and our love for others.**

At our recent vestry meeting we talked about *Te Ara ō Whakatū: The Pathway of Nelson* using the framework of Strengths; Weaknesses; Opportunities; Threats.

Strengths:

An important strength that Nelson has and that the proposal develops is the natural beauty of our city - the trees, parks, river, and hills. Nelson is an inherently attractive place to live in and visit. In our discussion we highlighted many features in the plan that sought to develop this aspect and attract people into the CBD.

- Meeting points and places to connect with others and with nature
- Green spaces
- Use of Art
- Family areas, spaces to play

These features would accentuate the Nelson CBD as a destination to visit and spend time in, as well as making our city a place of respite and retreat for both visitors and citizens alike.

Weaknesses

Our discussion did highlight what we felt were some weaknesses in the plan.

1. The plan (and associated maps) focused on grid pattern that stops at the Cathedral Steps and does not identify Piki Mai as a significant destination within the plan.
2. In relation to the above, much is made of linking Queens Gardens and Anzac Park, when in reality there are three key parks in the CBD. We feel the linkage should be a triangle not a straight line to include Piki Mai with the relevant, walkways, cycleways and lighting etc.
3. The Cathedral area has represented the spirituality of Nelson since 1842, and we wonder how spiritual criteria could be better reflected in the plan and this includes a cultural

dynamic. One way to mitigate these weaknesses might be to consider a “Cathedral Precinct”.

4. As noted, the attractive aesthetic of Nelson is important, so there was concern that high-rise buildings etc could disrupt the natural beauty of the CBD.
5. It was also noted that parking and transport is a major issue. If we want the CBD to be both a visiting and living destination, then more consideration to parking needs is essential, especially for local business, residents, and performing/cultural spaces.
6. The plan seems to be very “Western/European” in its outlook and would appeal to a specific demographic, so we wonder how it can be developed to represent a broader demographic in age, ethnicity, and socio-economic criteria.

Opportunities

The Cathedral community is excited about the possibility of more people living in the CBD, and we would seek opportunities to connect and gather the growing local community. This especially connects to our vision for the Cathedral as *A Place that Matters as the Spiritual Heart of Diocese and City*, through joining with Council for festivals, offering support, having an open door as a place to rest, having an entrance on the north-facing side of our building.

There is an opportunity to develop Piki Mai and connect the Cathedral and its surrounds in a more integrated way through better signage and better lighting for safety – especially at night.

We see the opportunity to expand and better represent an expanding cultural diversity in the CBD and wider Nelson, so that all can truly call Nelson “home”.

Threats

In a similar way to the weaknesses, we identified some threats that could undermine the intention and desire of this plan. First, we need a better understanding of “social housing” as there are many failed social housing approached overseas. What no one wants to experience is a ghetto mentality, and we are all aware of the growing need for support services even now in our community.

As previously mentioned, the plan does come across as very “Western/European” and we would like to see a greater intention to reflect cultural diversity.

Finally, a lack of transport and parking options will be the greatest threat that will prevent people from coming into the CBD for work, shopping, and recreation. If a car-less CBD is the vision, then there will need to be greater investment in public transport to get people to the CBD and around the CBD in an environmentally sustainable way.

Again, thank you for this opportunity and we look forward to being involved in the future.



The Very Rev'd Dr Graham O'Brien
Dean of Nelson Cathedral
Phone: Mobile: 305 Trafalgar Street
PO Box 657
Nelson, 7040
<https://nelsoncathedral.nz/>

ID # 10572



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10572
Name	Laurel Hilton
Organisation	
Position	
Suburb / City	Rd 1
Postcode	7071

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Where is the active transport plan to underpin this?

What's the point of having a people first city centre of school kids don't have a way to get themselves there safely?

ID # 10570



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10570
Name	Zoe Inwood
Organisation	
Position	
Suburb / City	Nelson South
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

More European style city centres with pedestrians being priority.

Street life attracts people, encourages make shift art and performances, widening user groups and the safety of them.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Make it as green and climate resistant as possible,

I'd like to see lots of draught resistant trees that provide shade and natural habitat for wildlife inner city. Have plenty of unsealed areas use grass rather than concrete. Make it truly green. Lots of dynamic seating interesting landscape designs that invite to sit and climb. Play spaces for children (not just a swing!!!!) In form of simple but attractive walls, stones...inner city little peoples maze made of shrubs?

ID # 10561



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10561
Name	Alice Evatt
Organisation	Ratepayer and Resident
Position	
Suburb / City	Atawhai
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

We are a family of 5 (3 children under the age of 10 years) living in North Nelson. We are not yet all easily able to cycle together into town regularly, but most of us do ride our bikes daily. We come into the city centre less frequently than once a week. We are drawn by: Elma Turner Library, the theatre, the Museum, Countdown, and the Saturday Market. We make use of a handful of shops and businesses because we are conscientious consumers. We tend to park our car on the outskirts of the CBD and walk everywhere for a few hours. We love the outdoor space on pikimai, by the Maitai, and Queens Gardens - we would love more green space through the central city. All our children have used the SOLE swing by Kiwibank, and the swings by the Library. It is incredible that there are no other purpose built play areas in the central city except for the pop-up playground near the river. We do make use of the playgrounds by Riverside Pool and at Pioneer Park, but these are at sufficient distance that we would end a town visit with a play there. We like the Upper Trafalgar Street pedestrian zone, and the 'art walk' currently around the city. We would love more of this. We come to almost every festival in town and are grateful for the support NCC gives to these. This description of our use of central Nelson should illustrate how much potential there is to increase our activity in that space.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

We do think a parking building with mixed-use including retail, office, and accommodation is an absolute necessity for Nelson.

We love the idea of centrally-located affordable housing and social housing developments (no taller than the top of the Cathedral tower) and support the sale/lease of council land to facilitate this. More trees please! A LOT more. More pedestrian-only zones and less space devoted to roads and car-parks. More picnic /sit down places for families like ours who don't have the budget for cafes. More space for Maori cultural expression. More planning for climate change: yes to rain gardens, and PLEASE explore footpaths and verges that can absorb and drain stormwater / rainwater run-off.

ID # 10559



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10559
Name	Manu Lange
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

As Nelson is a very appealing outdoor adventure orientated city, with excellent existing greenspaces, it has huge potential. Unfortunately, the plan lacks definition around densification of built form which will be critical in achieving the ambitions alluded to in the Spatial Plan. Nelson city is critically lacking mixed-use occupiable vertical space in its centre, particularly residential, and the plan does little to explain how it will achieve "intensified residential development into the city centre". I believe the Council is underestimating the demand for growth that will likely arise as more people move out of larger cities into the regions, as remote working becomes standard practice.

Nelson's spatial plan must address its current and future affordable housing crisis and the lack of accessibility to commercial buildings. The spatial plan should define minimum densities which force densification in its city centre with mixed-use requirements, instead of allowing sprawling suburbs.

Additionally, the plan lacks detail about how public and active transport links will better connect the outer and inner suburbs to the vibrant centre.

I find it disappointing that the city has so few apartments, and businesses are unable to find suitable commercial leases (e.g., boutique food and beverage manufacture and selling or indoor bouldering gym). While creating greener and pedestrian orientated streets is really important, to reduce car dominance, more people need to live, work, and recreate in closer proximity to the city centre. The current targets are not ambitious enough. Compact urban built form is the best strategy towards reducing emissions in Nelson.

Why did you select this option?

As Nelson is a very appealing outdoor adventure orientated city, with excellent existing greenspaces, it has huge potential. Unfortunately, the plan lacks definition around densification of built form which will be critical in achieving the ambitions alluded to in the Spatial Plan. Nelson city is critically lacking mixed-use occupiable vertical space in its centre, particularly residential, and the plan does little to explain how it will achieve "intensified residential development into the city centre". I believe the Council is underestimating the demand for growth that will likely arise as more people move out of larger cities into the regions, as remote working becomes standard practice.

Nelson's spatial plan must address its current and future affordable housing crisis and the lack of accessibility to commercial buildings. The spatial plan should define minimum densities which force densification in its city centre with mixed-use requirements, instead of allowing sprawling suburbs.

Additionally, the plan lacks detail about how public and active transport links will better connect the outer and inner suburbs to the vibrant centre.

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Is there anything else that you would like to add?

ID # 10554



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10554
Name	James Bosworth
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I support it because I believe that Nelson needs to become a youthful city that people thrive in and move to, rather than becoming a city of sprawling suburbs and retirement villages. We need to bring ourselves on par to Wellington and Auckland, becoming one of the metropolitans in Aotearoa that people want to live in and want to remain in.

I also believe that Nelson needs more places and spaces for younger people to enjoy and spend time around, because at the moment this is significantly lacking. We are a city of the older generation, and this will not help us looking forward for the next 30 or so years. We need to attract young people and young talent, and make sure that the young people already here want to stay.

The city centre bustles during the day but often during the night it dies down - we need to bring the population to live in the city centre and to help build it up to be more of a destination, both during the day and at night. Housing density in the city will help to do this and will also ensure that the city is more affordable to live in, and likely will see more young people attracted to the city. Young people don't want a multimillion dollar home out in Richmond. They also can't afford it. Apartments, dense living, and better city spaces are all things that Nelson needs to rejuvenate itself and grow in the future.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10548



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10548
Name	Arthur Bennett
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?**Why don't you support this vision?**

Filling Nelson City up with a bigger and brighter Franklyn Village somehow at a guess is not what the rate payers are expecting from you. There are many social housing groups I deal with who are building (or wanting to build) mutli-lot residential housing for the lower segments of society who struggle through the process to get these projects done. This is where time and energy from out council must go into, not dreamy projects.

How or why would you want to bring your family into Nelson City to frolic when carparking is diminishing, one or two here, another couple there, then there are the aggressive parking wardens ticketing people.

Commercial/private development is what this City Council needs, and the council in my opinion need to make it easier for the private sector to spend and risk their money for these developments.

You could start to sort the roading out for the primary production sector to get their crops/harvest to the port for export.

Building of a new library? NOPE and NO to slum housing in the middle of Nelson.

Questions; What is this Councils plan for debt management for the coming 25-50 years? There is some talk that our sewerage system will require higher maintenance in time, if so what is the management plan for this? And please do not mention 3 waters.

Thanks

Why did you select this option?**Is there anything else that you would like to add?**

ID # 10546



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10546
Name	Trevyn Toone
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

A walkable, people-centered city with a focus on human and environmental wellbeing will make Nelson a bright spot for the future. I'm sure there will be a lot of negative feedback, but if we rejected everything people had objections to then nothing would be accomplished.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10538



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10538
Name	J Brandt
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

The proposed steps all make great sense to add vibrancy back into the heart of our city.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Adding trees to cities is also a proven way to keep temperatures down in heat waves which may be beneficial considering the more extreme weather patterns we experience due to climate change.

ID # 10536



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10536
Name	Alex Crisp
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I think this is a fantastic initiative in its entirety.

We all need our city centre to be focused on people not cars. I support all of the proposals within Te Ara ō Whakatū. Thank you to everyone that has put energy into this project I dearly hope it comes to fruition.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10534



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10534
Name	Curtis
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Makes it a more viable place for everyone to enjoy and spend more time.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

It's more of a detail, but would be good to include green areas that absorb high volumes of runoff.

Higher tides and bigger storms will increase the need for water to go somewhere.

ID # 10529



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10529
Name	Tony Currie
Organisation	Ratepayer
Position	Owner
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Very resident biased .

It is losing the CBD maybe Richmond become the business centre

Why did you select this option?

Is there anything else that you would like to add?

3 waters is going to gift a windfall to the council.

Use it on the water infrastructure to reduce costs to future ratepayers

ID # 10528



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10528
Name	John
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Lets just get the fundamentals correct first.

Focus on core infrastructure not pie in sky stuff. Where is money coming from ?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10523



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10523
Name	Alisha
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	1
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

So many questions.

What about people who live outside the city. Will it be hard to access this area? ie can I park easily? Is there somewhere safe to park/charge my e-bike/car/motorbike.

What disability access will there be?

Can I visit Nelson as a local go for a mtnbike ride/ hike /run and then shower in town before taking advantage of the city restaurants etc?

Is there anything else that you would like to add?

Will there be cycle infrastructure in place to safely travel into town from the outskirts? Currently it isn't safe to ride from Hira into Nelson, especially for a family.

Will accessing the mountain bike trails be safe and easy from town?

ID # 10517



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10517
Name	Gerard Praat
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

yes but the plan is just a of of fine words

I am hoping someone will do something constructive to achieve the stated goals and objectives

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

yes

the aging demographic of nelson city make it unrealistic to expect a lot of children to play in new facilities . The young families are living elsewhere.

If you want to make the city center more attractive you need to get rid of the night clubs on bridge street or change they way they operate . The center of town is not always a nice place after dark .

retail is dying a slow death in town . this is in part because of costs and shifting population but the industry generally is in a spiral . Nelson city should focus on being an events and entertainment center rather than retail that battle is already lost .

providing incentives for conversion of existing commercial to residential use of aging buildings in town . The stock of such buildings is fairly tightly held by a small group of investors . NCC should be talking to them and finding out what they need from the NCC to make the conversion or redevelopment worth while .

NCC should at all costs avoid getting into the business of building for private residential use . leave it to others .

in terms of mobility it would be helpful to widen cycling and walking spaces wherever we can particularly along the river banks . these are used by people walking , cycling (old and young) prams , scooters buggies , mobility scooters . dog walkers etc etc all of which should be encouraged .

NCC can do its part in making sure those facilities are maintained and well lit.

the water front is a fantastic facility and more should be done to try and capitalise on it . While rocks road remains a state highway NZTA will strangle most opportunities for development in that area. it makes sense do build the southern link or whatever you want to call it but I don't think the Council is brave enough to do anything about that.

ID # 10516



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10516 (also submitted under 29625 - has been combined under 10516)
Name	Fraser Wilkinson
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Because Nelson needs this.

It's dreary and uninviting in it's current state.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Not really, I think it's generally excellent -

though I think it may work out that we need even less provision for cars as things unfold, and retailers, etc learn that these changes benefit them as they have for countless others around the world where changes like this have been made to cities.

ID # 10514



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10514
Name	Tony Vining
Organisation	Vining investment properties ltd
Position	Director
Suburb / City	Stepneyville
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

No - not sufficient information and effects provided re high intensity social housing

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Work with the stakeholders , not against them

ID # 10508



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10508
Name	Josh Neville
Organisation	Kāinga Ora
Position	Senior Development Planner
Suburb / City	Wellington
Postcode	6140

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

24 September 2021

Attn. Nelson City Council
Alan Gray, City Centre Development Lead,
Civic House, 110 Trafalgar Street, Nelson
submissions@ncc.govt.nz

**FEEDBACK ON THE TE ARA Ō WHAKATŪ - THE PATHWAYS OF NELSON,
DRAFT CITY CENTRE SPATIAL PLAN**

Kāinga Ora – Homes and Communities (“**Kāinga Ora**”) thanks the Nelson City Council (“**the Council**”) for the opportunity to provide feedback on Te Ara ō Whakatū, the Draft City Centre Spatial Plan (“**draft Spatial Plan**” or “**the Plan**”).

Summary of Feedback

1. Kāinga Ora generally supports the Plan due to:
 - a) The work of the Council to engage with the communities of Nelson to develop the draft Spatial Plan as a people focused, place based 30-year vision for Nelson's City Centre;
 - b) The alignment of this work with the government's Urban Growth Agenda, which aims to remove barriers to the supply of land and infrastructure and make room for cities to grow up and out; and
 - c) The content of the draft Spatial Plan in that the eight themes (framed as actions) focus attention on the areas of greatest opportunity and the many suggested approaches to bring the vision to life.
2. Kāinga Ora recommends that the Council adopt the draft Spatial Plan in its current form as a vision for Nelson's City centre and use this as a basis to complete additional work in-order to develop a more comprehensive spatial framework and in doing so:

- a) Demonstrate the interdependence of the draft Spatial Plan and other work streams – including the Intensification Action Plan (for Nelson), Nelson Future Access Strategy, Implementation of the National Policy Statement on Urban Development, and changes identified in the Draft Whakamahere Whakatū Nelson Plan – and any alignment or discord with these;
- b) Identify constraints on future development including natural hazards, protected natural and cultural areas, shortfalls in required infrastructure capacity and any areas considered unsuitable for development at present;
- c) Identify any potential remedial actions that could address the aforementioned constraints and facilitate development in the future;
- d) Identify the present capacity of social and built infrastructure and demonstrate how this does or does not feasibly provide for the proposed objectives in the draft Spatial Plan;
- e) Identify areas of natural or cultural significance that require additional protection or enhancement;
- f) Demonstrate the spatial relationship of the Nelson City Centre with the wider national, regional, and sub-regional contexts and demonstrate how these influence on the actions proposed in the draft Spatial Plan;
- g) Demonstrate the different modal routes and connections to and through the City centre and how any change proposed actions in the draft Spatial Plan will impact on the different transport modes in the future; and
- h) Address implementation and delivery - in terms of how the plan could be turned into action, monitored and reviewed.

Kāinga Ora and its interests in the draft Spatial Plan

3. Kāinga Ora is a statutory entity under the Kāinga Ora Homes and Communities Act 2019. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown agent and is required to give effect to Government policies. Kāinga Ora exists as the Government's delivery agency for housing and urban development and has two core roles:
 - a) Being a world class public housing landlord; and
 - b) Leading and co-ordinating urban development projects.

4. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:
 - a) Provide people with good quality, affordable housing choices that meet diverse needs; and
 - b) Support good access to jobs, amenities and services; and
 - c) Otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
5. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing and the creation of thriving communities. These include the provision of services and infrastructure and how this may impact existing and planned housing, community development and Community Group Housing suppliers. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures.
6. Nelson City is identified as an area to reconfigure and grow Kāinga Ora's housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities and seeks to actively work with local authorities to ensure that appropriate services and infrastructure are delivered.
7. Kāinga Ora recognises that the draft Spatial Plan sets out a strategic vision and direction for growth and development within the City Centre over the next 30 years, and will inform planning, investment, and development opportunities in the Nelson City Centre.
8. There is potential to better and more intensively use land in Nelson City Centre to increase housing and free up under-utilised land for the benefit (social and economic wellbeing) of the whole community.
9. Kāinga Ora seek further changes to the draft Spatial Plan as addressed above, in order to support achieving our objectives outlined above.

Next Steps

10. Kāinga Ora seeks to engage with Council in an ongoing manner and would welcome an opportunity to workshop and meet with Council on the feedback provided.
11. Should hearings take place on the adoption of the draft Spatial Plan, Kāinga Ora wishes to be heard.



Brendon Liggett
Development Planning Manager
Kāinga Ora – Homes and Communities

ADDRESS FOR SERVICE: Attn: Josh Neville, Kāinga Ora – Homes and Communities, PO Box 2628, Wellington 6140. Email: developmentplanning@kaingaora.govt.nz

ID # 10505



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10505
Name	David Kemp
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

I am prompted in this approach - the need for a more appropriate design plan - especially in Nelson Central, but also the wider rohe.

Where is the vitality that is in our community right now, and this process's final product is our gift to the future, expressed in the public domain ?

Where is the joie d vivre ?

You may recall the meeting we had about three years ago on the importance of public spaces seating design , and since then have been actively engaged in this quest, being on the A4A (Access for All) group, given several power point presentations, and made a number of submissions into an areas active transport, ten year plans, and so on.

For over 8 years was an active 50 plus Tuesday walking group, who often went on outings of several hours all over the local area, so I speak with that experience as well.

Seating images in the current city centre information publicity are inappropriate for the elderly, dangerous for the sight impaired and uncomfortable for most for any length of time.

There are no cluster or small group gathering areas, with different seating heights and design, many with backs, and tables, surface options that by their very design, invite social engagement, and in doing so , say positive things about the people and area here.

And, where are areas and activities for different age groups, starting from toddlers on?

Gym machines, water drinking fountain, signs for the nearest toilets ,

bus links, heritage and walking trail maps and relevant information,

interest shops (i.e. Op Shop, art galleries, city parks and facilities, etc)

sprinkled with sculptures, (while numerous paintings from The Suter already in place !), and well designed pocket parks.....

I think the best local public art work is the public toilets in Buxton Square – colourful, vital, acceptable 'funk', whatever... !!!!

The recent children's play park in Mapua, and the park area at the Wharf in Mapua, have bench seats, and a couple of BBQ tables (which pregnant women are unable to use), - while over at the actual wharf are several locally produced seats which actually have backs and are comfortable to sit for a reasonable length of time.

The current fad for backless bench seats needs to be more carefully examined, with regards to the needs of a range of users .

Cost is not a valid definer (within reason) – intent is .

The wider open spaces of the Saxton complex are still devoid of relevant public seating, drinking water fountains, signage for toilets, scattered children's play areas. and protection from sun .

More needs to be done to utilise this wonderful community asset.

And the inappropriate fence lining it facing Champion Road prevents access to the open fields and facilities beyond, needs rethinking – perhaps remodelled into public seating, in a 'swords into plough shares', attitude.

So, what has changed in planning and usage of public spaces in the wider concept of active, healthy communities ?

OK, the Victory initiative and Richmond's urban renewal projects excepted, developments should be wide ranging and inclusive, and the City Centre seen for its part in a wider context.

And I realise 'the wheels of POTUS grind slowly'. But.....

Perhaps I have missed statements and activities in the new plans, but I don't recall any.

I feel by way of an improved seating and pocket park option, is that outside Richmond Town Library - and it's development at the entrance to Thorp Reserve In Motueka.

It has a table, and various seating options and angles that allows for isolation or social interaction.

And there are a few others seating examples scattered around, which have their special character, but interesting destinations is one of the reasons for going on a walk in the open spaces we are blessed with – along with a wonderful climate that enables walking most days of the year.

I want to see better than that which is being offered now, by both Councils, and the community deserves better because we are capable of better, and we deserve better.

And it is our gift to the future.

I realise your office is busy with a number of complicated issues, but If I this makes sense with you, I would like to meet again want to be involved in this process .

This Tuesday (I live in Mahana) I aim to be In Nelson, and with some other material when we can meet again and persue this matter further - or by arrangement.

To clarify my non Nelson status, I whakakapapa back to te waka the Bolton, 1842, and am regularly involved in Nelson centred cultural and heritage activities, most recently being two presentations during the Heritage/Tuku 21 events in April earlier this year.

Because it's too complicated for me just now, would it be possible for you to forward this as a submission to the appropriate urban futures strategy group . Thank you.

Yes yes, I know it's a day late, but I think the intent and quality deserve consideration.

Regards David Kemp.

ID # 10504



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10504
Name	Iain Campbell
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Hi,

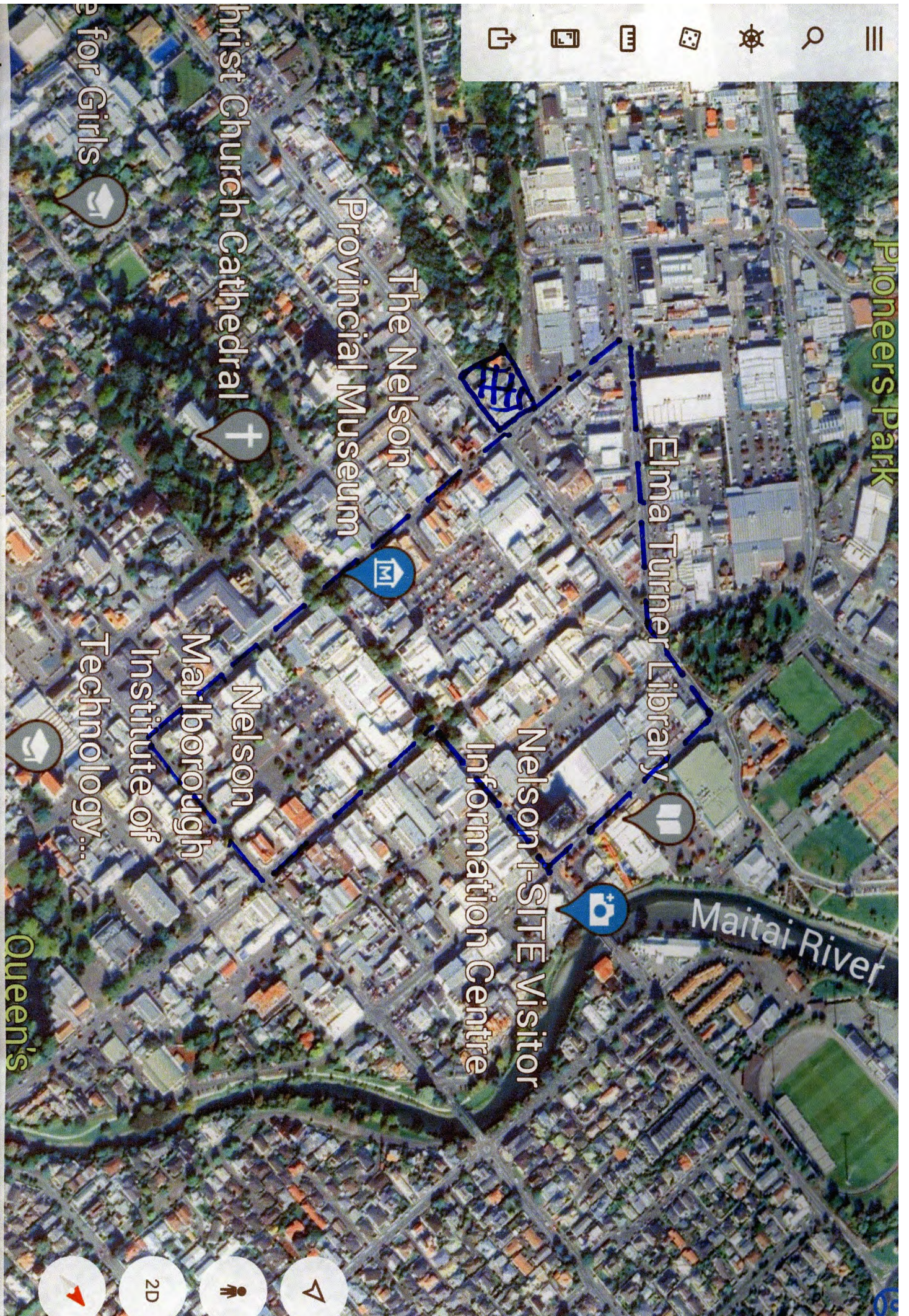
My suggestion for the Shape Nelson proposal is as follows:

1 Acquire an area of land in the area between Rutherford Street and Kerr Street (as shown on the attached map) for a multi story car park. If for example 5 stories, this would provide parking perhaps in excess of that presently provided by the Montgomery and Whakatu car parks and perhaps free up those areas for other uses. Any car parking building should be engineered towards future standards for smaller electric vehicles. A parking building at this site would require removal of part of the hill on which some houses now stand but the spoil will be invaluable in the future when raising the level of some roads becomes necessary. It would be expected that there would be few issues for the foundations with the removal of solid material at this site.

2 In conjunction with the the parking building could be the provision of a city loop tram service, as shown for example on the map) picking up people parking and delivering them to their shopping locations. The trams would be expected to be electric and not require overhead wiring. If the service was (initially) free, it should encourage people into the centre of the city. A tram service in the centre of the city would be a distinct point of difference for Nelson and would enhance the present proposals for upgrading the city centre. Perhaps some different tram route could be devised but the idea remains worth considering.

Iain Campbell

Stoke



ID # 10503



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10503
Name	Peter Olorenshaw
Organisation	Nelson Transport Strategy Group Inc. - NELSUST
Position	Convenor
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached -

could not upload so will link via Objective

SUBMISSION to NELSON CITY COUNCIL

On

The Draft Nelson City Centre Spatial Plan

From:

The Nelson Transport Strategy Group, (NELSUST) Inc.

www.nelsust.co.nz

Nelson 7010

Peter Olorenshaw Convenor

PUBLIC INFORMATION STATEMENT:

We are happy that our submission is included in reports available to the public.

INFORMATION ABOUT NELSUST:

We are an incorporated society of 300 people who have wider sustainability interests as well as transport strategy. This submission is the result of committee consultation.

1.0 Introduction

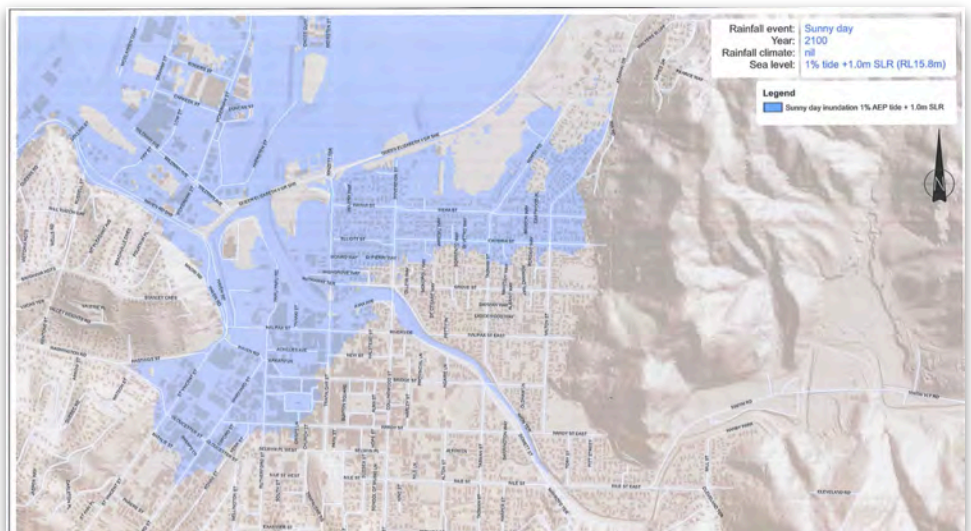
Congratulations on creating this city centre spatial plan. It is very necessary to have a strategy you are aiming for a cohesive whole rather than ad hoc measures sprinkled throughout an existing layout. Thank-you for the opportunity to submit.

2.0 Sea Level Rise Ignored?

When you are mountainbiking one of the most important things is keeping your “event horizon” well ahead of you, so you can react to things before you get to them.

It appears this plan has a myopic event horizon of 30 years. Sure, sea level rise probably won't be much by then, but proposing all this investment in inundation areas is, ... surprising.

You should be familiar with this graphical representation of 1m of sea level rise. Its important to note that this is a sunny day rainfall event: ie zero rainfall, just an ordinary, predictable, king tide.

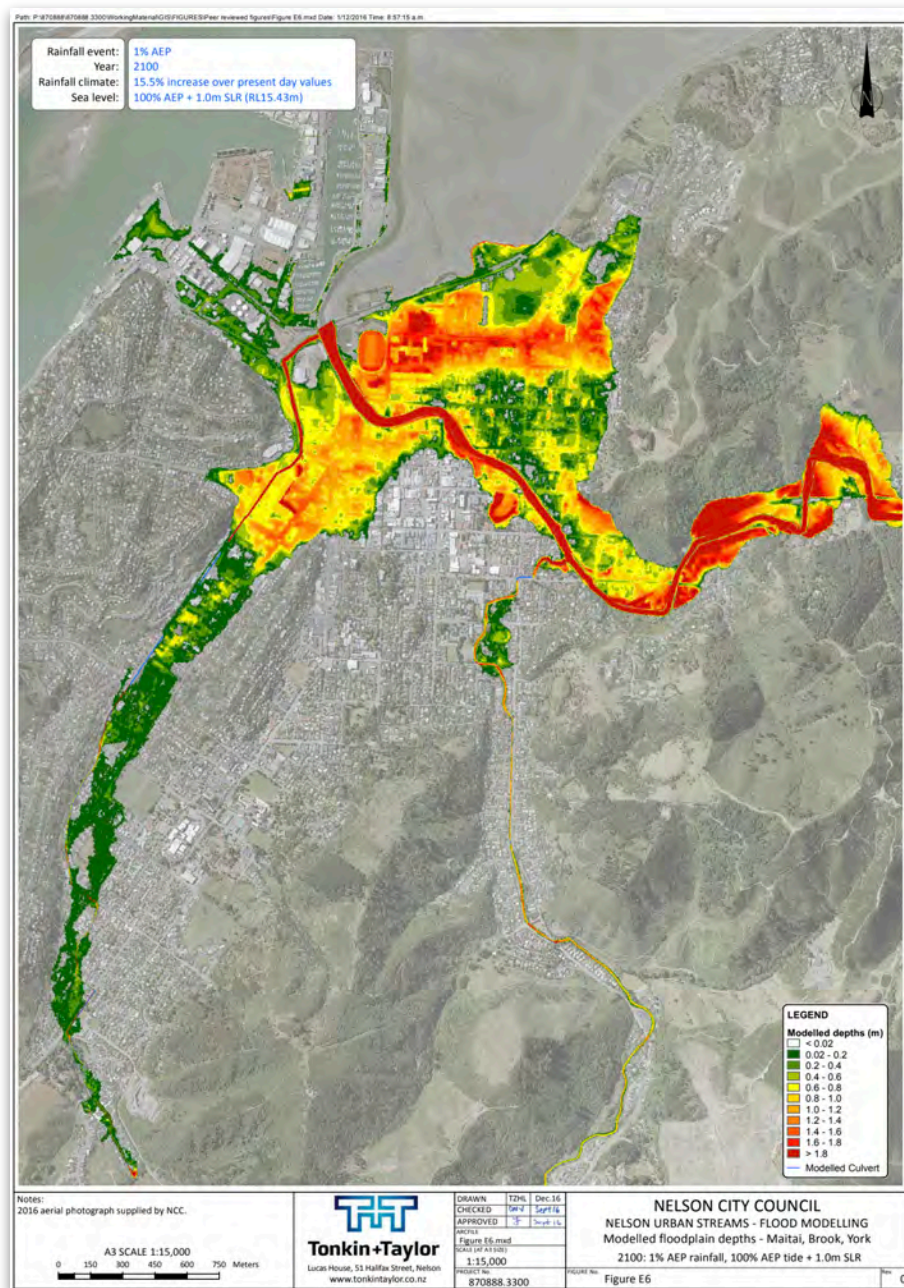


Another way of looking at the flooding danger to the CBD is to look at what happens at a really really low tide but a big rainfall event. The graphic at the right does this and provides flood levels for various areas indicated by the colours - the more towards red the deeper the water.

You can see that literally half of the CBD is under 0.8m of water. But it would only be this bad at the lowest of low tides. At any other tide the water racing off the hills will back up by not getting out to sea and the flooding would be much worse.

It is our concern that much of this draft Spatial Plan is predicated on one of 3 things, either:

- sea level rise is not happening
- you're pretending it isn't going to happen
- you have made the decision (without public consultation) that we should attempt to protect low lying areas of the CBD from sea level rise.



None of these three are comfortable positions to begin discussing these proposals. If you are hoping that sea level rises will be at the lower end of previous predictions, is there a good basis for that, when previous predictions haven't taken account of ice half melting in both poles? When these melting ice sheets are taken into account the whole range of possible sea level rises jumps up significantly.



And lastly are you gambling on our efforts to keep warming at less than 1.5°C? And what basis do you have for that optimism when Nelson for example has yet to make any difference to emissions that are distinguishable from business as usual? We already have knee deep water in Whakatu Square.

We seriously considered not giving any other submission than this. However we felt you must have already made the decision to flood protect the lower North-West part of the CBD and will proceed with this anyway. So we offer the following submission on that assumption.

3.0 Comments on the Plan

3.1 Too Timid? Nelson as a smart little city should aim to attract and retain talented people. Because they are talented, these people can go and live and work anywhere in the world, but we want talented people to come here and stay here. Talented people do not come or stay in a place because it has good parking: In fact car dominated cities will put most of them off. And no tourist visits a city because it has good parking. It is precisely the opposite: the places we find most attractive are those places that aren't car dominated. The current draft Spatial Plan is far too timid in keeping cars out of the city and making it more of a people place. You are still assuming the centre of the city will be able to be sliced and diced by motor vehicles and that there will only be a 10% reduction of the existing areas given over to car parking.

3.2 Still Car Dominated The consultation document says "the central city core within the four ring roads we envisage as a pedestrian priority area" (P21). But the centre is still very car dominated with cars driving right through the centre in the three main roads. We presently have 44% of land inside the ring roads taken up by cars car parking and car yards. We can't expect a density of experience, a city vibrancy when almost half of the land is given over to the least space efficient modes of transport and the storage of personal property (cars). Yet this proposal is only talking about a 10% reduction in parking

3.3 Car Parking Building diametrically opposed to mode shift - shame on you for even thinking of this (p 42, third bullet point, page 76). What part of Mode Shift and the Climate Emergency does a car parking building have? This is such "last century" thinking. People in apartments rarely need to use a car and when they do they can hire just the right vehicle for that particular trip and have the rental company deliver it to their apartment door. In the future driverless cars will may further make owning a vehicle redundant, a car parking building a white elephant. EVs are still just as much a disaster for urban form as fossil vehicles. They still take up the same amount of land as fossil cars. And they take up a lot more energy to make and to charge than active or public transport on a per person basis. Cars are profligate energy and space users no matter what their motive power. We need to be very cognisant that when Nelson is at its best, when shops are their busiest, is on Saturday mornings when one of the two main car parking squares is not available for car parking. Do we have Nelson shopkeepers clamouring to remove the market so more cars can come in? No they find this is the busiest time for them. It really is time for Nelson City to grasp the nettle on car parking and get away from the 44% dominance of cars in our city. You either have a city for people or a city for cars, it's an either or. We need a city for people and substantially less space given over to motor vehicles in our CBD.

3.4 Parking on the Periphery Council seems to have a cognitive dissonance in that the need to move people out of cars for the good of the planet and the vitality of our city is recognised, but reducing the number of car parks in the central city is somehow a non-starter. 44% is a stain on our reputation, it should be more like 10%. The Spatial Plan should focus on moving parking to the periphery like it is in the Richmond mall - they don't let cars slice and dice though the centre of their mall; People going there don't expect to park right outside the shop door. And more particularly, the great cities that we love to visit overseas, are never as car dominated as ours is now, or what you are proposing.

3.5 Diagonal Parking should have no place in the CBD yet this is what you are proposing.

Biking behind diagonally parked cars is dangerous and off-putting to many cyclists, particularly the “interested but concerned” potential cyclists: people who might be interested in using a bike for many trips in and around town, but are too concerned at being maimed by a motor vehicle. This has to be changed.

3.6 Missing Middle Density Donut around the CBD The 15 minute walkability in Nelson includes a lot of areas that are zoned residential, many low density residential. Whilst making the CBD more vital is imperative, we can have a lot of people living in townhouses in a donut around the CBD and still be an easy 15 minute walk to the centre of the CBD. We need to be very cognisant of this - provincial cities like Nelson are completely different to Wellington and Auckland where, if you are 15 minutes away from the CBD you will never be in a residential zone - in Nelson you are. Nelson’s missing middle density, The Townhouse Donut around the CBD, needs to be part of the urban vitalisation of Nelson.

3.7 Social Housing in Apartments? There are so many examples here and overseas where social housing in apartments has been a complete failure; what confidence can we have about it being a success this time? Apartments could be fantastic for students, young people living together either in a shared unit or as couples and for empty nesters and retired people. Perhaps these are the sector groups the social housing is targeting, but we wonder about housing families in apartments in the inner city. And even if this was agreed, siting them in a location where we already have knee deep water on a sunny day with no rainfall, just a normal king tide surely must be questioned. Even if the building is raised access and egress may have to be limited on high tide/high rainfall days.

4.0 Suggested Major Changes

4.1 Stop Through Traffic for Motor Vehicles We ask for you to cul-de-sac Hardy and Bridge Streets either side of Trafalgar st. and initially cul-de-sac Trafalgar st at Bridge St, pedestrianise it between Bridge and Hardy. What this would do is to make cars go the long way around - rather than letting them slice and dice through the centre of the city, get them to come in from the sides into the parking squares, but make them go back out to the ring roads to get around to the other side. What we need to do is to make it more convenient (and enjoyable) to move around the city by foot and mobility device (including bikes) than in a car.

4.2 Under and Over at Selwyn Place Trafalgar Junction To resolve the conflict in this area and connect directly Trafalgar St to the Church Steps we ask you to include this half up, half down solution: move the first flight of the church steps across Selwyn place to the top of Trafalgar St and create a wide bridge/plaza across, have Selwyn place road drop down half a level there. Then vehicles on the 4th link of the ring roads aren’t held up and the church steps roll down over Selwyn place directly into the top of Trafalgar St. It is no coincidence that the very place people want to sit and watch events is right where the road crosses Trafalgar St.

4.3 Focus of City Squares should not be a Toilet Block We ask you to move the toilet blocks from being the focus of Whakatu and Buxton Squares. Can you imagine any of the famous squares overseas having as their focal point a toilet block? Moving these to the periphery (one on each side?) and replacing them with a children’s park with some grass in the centre of each of the squares must be part of the revised Spatial Plan.

Thank you for the opportunity to submit on this important matter.

END

ID # 10502



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10502
Name	Emma Biggam
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Yes, like the playful city, although a destination playground was a promise when my first child was born, now at 8 and 5 I know they will be too old to enjoy this if it ever happens.

Like the idea of affordable housing, IF it is affordable. No city dwellings are at the moment, so when you say affordable, affordable for who????

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

The area by the trafalgar centre / tennis club is not on the plan.

I was at the tennis club at the weekend for their 'have a go day' it was great to see it packed. There is so much unused space around there, why not make it into a big sports facility. At the moment all school children have to go to saxton fields if they want to play an afterschool sport, adding to the traffic congestion. How amazing would it be for our children to bike from school to a city sports precinct????

ID # 10501



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10501
Name	Andy Appleton
Organisation	
Position	
Suburb / City	
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

The lack of parking is making it hard on businesses now and to reduce the amount of parking is just nuts, combined with the housing project how would people park in the area?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10499



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10499
Name	James Munro
Organisation	
Position	
Suburb / City	Atawhai
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I really want Nelson to be a thriving modern city that gives people and the environment what they deserve.

We need to improve access and connectivity of cycle lanes and pedestrian walkways to bring people into the city.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10497



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10497
Name	Fleur
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

It's all la-la land thinking. Doesn't work in reality.

Look at Thamesmead.

Why did you select this option?

Is there anything else that you would like to add?

ID # 10492



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10492
Name	Danielle Watson
Organisation	
Position	
Suburb / City	The Brook
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Cycling infrastructure - moving away from car-centric life

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

No

ID # 10491



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10491
Name	Greg
Organisation	Fat Tyre adventures And Nelson Mountain bike club member
Position	
Suburb / City	Tahunanui
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I want less cars and more cycling a public transport

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Make all urban streets speeds 30km/hrs and hire a cyclist to plan cycle ways- unlike an expecting rider to design the Muritai st cycle way.

Install speed calming infrastructure to help let cyclists ride on a road not a foot path.

ID # 10487



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10487
Name	Lindsay Fenwick
Organisation	Contrails Consulting Ltd
Position	Director
Suburb / City	Nelson
Postcode	7040

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

A vibrant city centre requires mobility.

Although evolving technology will provide us with greener travel options, the draft plan, with its obvious "anti-car" philosophy, clearly intends to artificially hasten that transition.

As a business owner (55 Collingwood St) and residential ratepayer I am leery of the Council's motivations and willingness to spend "other people's money," as exemplified by the unnecessary and exorbitant expense earmarked for a new Nelson library.

Why did you select this option?

Is there anything else that you would like to add?

ID # 10486



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10486
Name	Simon Harbinson
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

A Good car free centre is good for people's health

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

We need to reduce our reliance on the car.

For our physical and mental health and to reduce emissions so our future generations are healthy and survive.

ID # 10484



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10484
Name	Belinda Crisp
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I support linked laneways, having more people in the city and less traffic.

Connectivity and enhancing what Nelson City already has, makes sense.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

I think more connection to the activity on the edge of the city could be provided. For example:

1. Across city travel - from Nile Street/Brook/Wood to the western side of the City where the intermediate school and high schools are, requires dedicated bike paths / walking routes and an over bridge on Waimea Road by Hampden / Boys College.
2. A dedicated bike path up Brook Street to connect the City to the Brook Waimarama Sanctuary and the walking and biking trails in that area.
3. A dedicated bike path/walkway connecting the City to the Maitai and the new Maitai Hub

ID # 10480



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10480
Name	Warren Borlase
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Nice pictures.

Lacks information regarding total removal of car parks?.Retailers will move to Richmond if this plan goes ahead. At best this is a delusional plan.Lacks real world credibility.

Why did you select this option?

Is there anything else that you would like to add?

Where will the shopper"s park?

Where will the tourist park when they return?

In five years time when NCC realizes this plan did not work what then?

Spent more of rate payers money to put car parks back in?

ID # 10479



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10479
Name	Susan Lane
Organisation	
Position	
Suburb / City	Upper Moutere
Postcode	7175

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

I live in the Tasman District.

I know that Tasman people hate the drive to Nelson; they will be less inclined to go when there is less parking!! There are few people who can walk/ bike to the city center. Most live on hills, are elderly, have young kids

Why did you select this option?

Is there anything else that you would like to add?

Owning a commercial building in the CBD we suffered bad flooding (our tenants did) due to a tree's leaves blocking the guttering.

Other buildings suffered this also. Will the Council go around everyone's buildings once a week in autumn to clear guttering of leaves? Our tenants had to move out for a week. Trees look pretty but can be detrimental also

ID # 10477



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10477
Name	Mary Bronsteter
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

However you build up Nelson city, please take into consideration sunshine equity for all businesses and apartments as well as beauty and space for gatherings for all people young and old. It goes without saying to use renewable energy source, solar.

Vancouver's city planners when building up positioned the high risers for equitable sunshine.

ID # 10475



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10475
Name	Janet Tavener
Organisation	
Position	
Suburb / City	The Wood, Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I think that it looks brilliant!

It will make the city centre a very attractive place to visit and/or live. I especially like the idea of more trees/plantings and more places to sit and meet people.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

I think that it will be important to keep height limits on buildings - particularly apartment buildings

ID # 10474



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10474
Name	Mr Hilary Blundell
Organisation	self-employed
Position	
Suburb / City	Maitai, Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

As per pdf below

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

As per pdf below

Submission on Te Ara O Whakatu

from Mr Hilary Blundell, September 2021

Thanks for the opportunity to give feedback on Central Nelson Planning and Visions.

I live in Nile St East, moved there recently, and will be strongly and negatively affected by the proposed Maitai development if it goes ahead due to at least doubling of traffic outside my door.

I am a member of the Nelson Tasman Climate Forum Transport Group, where we discuss the ongoing issues with cars, traffic jams, parking, buses and bus lanes, bike paths and commuting etc in our district, and what to do about it all.

I am an amateur climate scientist, as well as a builder, developer, landlord and retired bar owner, and have studied peer-reviewed climatologist papers for 30 years. I published a book on Climate and Oil in 2009, The Cliff in The Fog, and spend time in my partner's house on the Ruby Bay beachfront that got a foot of sea-water right through it during Fehi. I have a copy of the IPCC's 2014 AR5 tome and know enough to criticise it. Our recent "Net-zero by 2050" legislation has now been rendered obsolete by the IPCC's AR6, mandating (subject to Cop26 of course) a 50% reduction in emissions by 2030 (NOT 2050). Their recently leaked "Mitigation Strategies" report pleads with governments to use "immediate and forceful" methods to reduce emissions. No more delays or avoiding sharp reductions. This lands on James Shaw's desk more than Councils', but Councils need to be ready for a drastic reduction in travel of every sort, as well as a sharp ramp down in concrete and steel use from tightening quota or sky-high carbon costs.

I support your visions in this document almost completely, and it seems an excellent vision given the declared Climate Emergency and what is coming towards us.

1. Raising residents. In various submissions I have argued for 8-10 storeys being encouraged in central Nelson for a while. We used to stay in one of our Nelson buildings a lot (the Paradox building), and the city would be too quiet every night after dark, until the Bridge St bars got going around midnight at weekends, of which we were one. Yes, 2000 people and their realistically-valued higher residencies are badly needed for living all over the centre. I support the Kainga Ora plan. Local laminated timber is now good for 12 storeys if we don't export it all.

It is also important to restrict ongoing 20th-century-style green-field subdivision as a way of increasing "homes", always encouraging more cars, and wasting land with very expensive (and unaffordable) single storey flash housing. Perhaps there should be a minimum height limit on all residential building from now on, one dwelling per floor of at least 4 floors, rather than a maximum height limit. A single Hongkong subdivision represents the opposite extreme, building on clean land, involving 10 50-storey tower blocks with 8 flats per floor. No cars of course. Maybe we need to move on from just having an upstairs in most of our downtown of the same age!

2. Seeing ourselves is about sitting eating and drinking outside all over town, enjoying the inner city's outside and being seen. Right now it's all about parking and car access everywhere. Yuk! The top of Trafalgar St was an experiment (strongly resisted for years), that became so popular that the rest of town's eateries suffered badly for several years, often enough to go bust. I know. Seating in the middle of these roads, as per your pictures etc, without cars, is so needed and would be so popular.

3. Streets for People. Similar. I recognise that Nelson access and parking issues, and car-use in general, is now the hottest topic, and badly polarised. The situation is made worse by Waka Kotahi's delays to the urgently needed bus-lanes, and TDC's large free-parking and massive

green-field subdivision plans encouraging even more car-use, for a district-wide infrastructure that already cannot cope with the traffic it has now.

I have been involved in central Nelson hospitality businesses for 10 years, as shared buildings and businesses owner. Nelson's main streets have suffered for years from the undesirability of walking or biking around with so much traffic, and widespread "last-century" thinking fiercely resisting changes to parking. With the IPCC report out now, I don't think any business can justifiably put itself in front of your "Streets for People" vision, or be allowed to. All central Nelson streets need to be for people, and NOT for cars. That time is up, and is now internationally mandated for rapid reduction.

I have recently lobbied government to encourage or mandate the pedestrianisation of all NZ town main streets, in part to assist this movement, and to disempower those resisting and holding Council to ransom. Other parts of the world learned long ago that if the main street is closed to vehicles, apart from buses crossing, and deliveries before 10am, citizens flock to the shopping, just like the pictures in your vision, and Nelson is being held 20 years behind. I understand that this partly due to a few highly-resistant building owners, and partly due to TDC's own parking policies. It may also be a sensible plan to allow a multi-storey carpark somewhere close to the centre to reduce polarity friction in the short term. I used one conveniently positioned in downtown Auckland a lot recently with number plate recognition on gated entry and exit, so no ticket, pay before you leave. Easy, and lucrative to the owners. There were spaces with rental of small EV's by the hour and their chargers.

4. Great Places. Nelson calls itself a Smart Little City, and has a great deal going for it. I have loved it and contributed to the area for 30 years. The whole city is let down by the never-ending and now polarised traffic issues, and "Smart" would be more accurate if cars had to be left on the fringes in general, or at home or in Park and Rides, as happens in bigger cities, or public and active transport became the dominant and preferred mode of access. The long lineup of festivals over the year adds to the Little City vibe, and I suppose to the high property values too.

5. Greener Streets and connectivity. When cars are mostly removed from the centre, active transport and movement between areas with lanes and bike paths will seriously improve the town. I use my bike every day in town, it works so well. It will become quite a different quieter safer and more attractive little city, with lots of residents and visitors. Planting trees carefully will be a good thing, and do the opposite of what the TDC has just done to Motueka.

Sea-level and the library.

Since this library proposal is part of the central area of Nelson, I would like to comment. I'm aware that there is a lot of discussion going on.

The sea is rising quite slowly (3-4mm per year), but the rate of rise is now rising fast (2-4mm per decade). The fastest the sea has risen before is about 50mm per year (a metre in 20 years), so we have a way to go yet, when there is now still about 70m of sea-level rise stored in land-based ice. Presumably humans wouldn't be so stupid! Most of Nelson city is protected from most storm surge, so storm surge doesn't need to be considered in the same way as for Tasman. We may well get unprecedented rainfall events swelling the Maitai at times of high tides, so the land proposed under the library will likely flood, and it won't be long until the first time, but it'll be only sporadic for decades. This is all about floor levels, and the occasional flooding of low-lying floors and infrastructure will become normalised. The answer is to allow for carparking, or whatever at ground level, and make all habitable and useful floors start at 1st floor level from now on, with many floors further up. In this way the library proposal will be perfectly good for a long time. A pedestrian bridge from the library over Halifax and Trafalgar would enhance all sorts of things.

An alternative would be to convert the cathedral into library plus all sorts, with a chapel included of course, and the building would get a lot more use, be permanently immune from

flooding, surrounded by park, and could become Nelson's true centre for further centuries, as it often is now around the steps with celebrations.

For residential and other commercial spaces threatened by sea level rise flooding in Nelson, it would seem sensible to automatically allow the lifting of any buildings that can be lifted, by 1 or 2m, and this would protect them from insurance retreat or "land lease" flooding timescales for a long time. The repetitive flooding of all coastal cities' low-lying infrastructure will be one of the late 21st century's main issues, involving new canals allowing the sea in and out, or higher and higher sea-walls, but won't be affecting us much yet. The intensity of this issue for them (our descendants) depends to a high degree on whether our fossil fuel use is successfully forced right down this decade or not. And this IS up to us now, this year. 50% reduction by 2030 means a permanent 10% reduction before the next election, for everyone, on the way down.

Global temperature acceleration.

By the way, for context, I have had it confirmed personally from James Hansen, possibly the world's leading climatologist, that global average temp rise is NOT actually proportional to CO2 level, but to Climate Forcing with a time-lag, and averaged Climate Forcing has doubled between the last two decades from 0.43W/m2 in the 2000's to 0.87W/m2 in the 2010's. This means we have temperature acceleration, and hopes of "overshoot" followed by "bringing it down later" with lowering CO2 (somehow!), as quoted in the Climate Commission's advice to government only months ago, are not valid. James Shaw is aware of this. 1.5C is projected to be reached around 2028, with crossing 2C around 2040 depending on the outcome of Cop26 and appropriate governments' forcing-down actions after. This shows just how far obsolete our "Net-Zero by 2050" law has become already, and intensifies the argument to actually ramp down all ICE engine use as fast as possible. This law was formed from information in the IPCC's AR5, now sadly and strongly superseded due to positive feedbacks now getting going that they couldn't and didn't model then. There is plenty (too much!) of supporting data. We do actually have a Climate Emergency, and it means stop burning fossil fuel asap, and this applies to everything including our car-use in Nelson/Tasman districts. I guess it remains to be seen what happens, and whether global economic and political expediency continue to win the day and the sea comes up even faster. TDC subdivision plans feed straight into the worst case scenario, and I am submitting on this too.

We may find, before long, that things have radically changed, and ICE travel of everything and everyone has been seriously curtailed. This includes aviation and all tourism, domestic and international, and all construction, housing crises being inexorable while populations or immigration continue to grow. We will either have radically different travel expectations, or radically fiercer weather, and possibly both. Our current plan to import ship-loads of EV's, in order to maintain road use habits, may not work out, partly due to supply trouble, insatiable competition and resource demand (all carbon intensive), and partly due to their higher embodied carbon, making them even worse than ICE cars. They do nothing for traffic congestion. There are no easy ways to continue Business As Usual for long. This is what my book was about, and it is busy coming true after only 12 years.

Dystopia is already spreading rapidly in the world, country after country, even parts of the UK and US. If it's not Covid, it's unprecedented extreme weather events, and increasing resource or food/water depletion. There is nothing "Just Transition" about any of this, so it's unreasonable to ask or expect it here. Transitions, shown in both historical and the paleo record, are usually sudden and brutal, like earthquakes. Let's keep Nelson working well, by both building up in the middle and reducing car use, fast. While we can still do this in an orderly fashion.

Thanks,
Nga Mihi,
Hilary Blundell

ID # 10470



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10470
Name	Matt Pemberton
Organisation	
Position	
Suburb / City	Beachville
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

The vision and 8 transformative actions in the strategy are all really great.

I support the objective to bring more people into the city centre through 2000 plus houses. It would be great to see less cars in the CBD so the streets are safer, greener more environment/climate-friendly and to create space to bring more life into the centre (which is often lacking in Nelson outside of Saturday's market).

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Converting car parks :

To discourage cars and encourage pedestrians and cyclists, we need to convert some (or all) of the car parks in the city centre into shops and public spaces. Car parks currently take up a huge amount of space. They are an inefficient (and ugly) use of valuable space and encourage people to drive (as driving is seen to be the easiest way to get into town). Also some car parks flood in high tide, for example Wakatu. Flooding will only get worse with climate change; so consideration should be given to convert Wakatu car park into a public park, for example like Waitangi Park in Wellington (where the plants act as swales to drain the surface water).

If just one of these car parks (such as Montgomery Square) was converted into a public space (e.g. a park, playground or functions centre) or shops, this would bring more life and people into the city. Saturday is the busiest day for Nelson city, and we cope well without Montgomery carpark while the market is on, which suggests this carpark isn't needed.

Walking and cycling routes :

Designing easy and safe walking and cycling routes into the CBD along the main routes is important for encouraging uptake of walking and cycling. We already have good routes into the city from the Maitai, the Railway Reserve and Atawhai, but we need better routes along Rocks Road and the Brook. Ideally these cycleways would be separated from the traffic, to encourage the less confident cyclists to use them.

Greener streets and greener roofs:

On the greener streets objective, I strongly support planting more trees in the city centre. However, we could be more creative than this, and create green roofs and walls as well. The High Line in New York is a great example of a narrow corridor of space being turned into a public park. Plants in the city centre have so many benefits, including reducing flooding and improving resilience to climate impacts, enhancing biodiversity, improving the aesthetics of a place.

Climate Change:

Sea level rise, flooding and storm impacts under future climate change scenarios need to be fully considered and planned for prior to investing in large infrastructure projects in the central city (and elsewhere). I understand that the current coastal inundation models for NCC are lacking in accuracy and this needs to be corrected prior to making key long-term decisions

ID # 10468



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10468
Name	Melenie Parkes
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I would add my support for more people living in Nelson's city centre will enable a livelier place: more people, more places, more greening.

More residents and the new jobs at Science/Technology will be great for business growth; shops open later and the city activated in a meaningful way, like we saw during Te Ramaroa.

The Streets for People action addresses how we might rebalance the streets as places makes sense. More urban green is a great first (small) step toward climate adaptation. Linking great laneways, providing play and shaping the details of Nelson's city centre with our arts and iwi will create unique and different places that compliment urban living and great streets. The city centre becomes lots of postcard moments.

This is a vision that will help Council make decisions and move the city forward to attract talent, business and good development to make Nelson a better destination. The pathway of Nelson.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

As a 30-year vision, yes, the plan could have been more ambitious:

a much stronger focus on climate change response is needed beyond needed reductions of greenhouse gas emissions (why not propose an urban wetland in the flood impacted Wakatu Square that could benefit residents on potential KO property?),

proposals for higher and better uses of the large carparking squares (apartments above a bit of parking with green space surrounding),

a clearly articulated and imaginative central play space!

Any of the above would have great to consider in such a plan. But I consider this plan achieves a balanced compromise for Nelson's diverse and vocal community from the "more free carparking" to the "exclude all cars" viewpoints.

ID # 10463



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10463
Name	Wendy Lyon
Organisation	
Position	Nelson resident
Suburb / City	Brittania Heights
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I like the idea of more pedestrianisation, especially by the river, more trees and that a city is for people who live there or visit it, not something that businesses dominate leaving people have skirt round car parks and cars.

I like keeping public services such as the revamped library in the centre and mixed housing nearby so people can walk or bike to the centre.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

I think an emphasis in making the city attractive through foliage, street sculpture, and murals, stained glass, mosaics in arcades and safe beautiful pavement would enhance your vision. The squares are car parks and this is great in that they should serve the purpose of keeping cars off the main shopping streets. The cars in these car parks could be separated by foliage so people can move around the square safely and those in coffee shops overlooking the square have an attractive vista of plants to look at.

Nelson centre has terrible buildings put up over the past 50 years which weakens its appeal so many trees would help disguise this unfortunate development. I would not like to see higher buildings in the centre for housing. If they are high they would conceal the sun and cause wind gusts and therefore defeat what you are trying to achieve which is a pleasant centre which people will want to linger in. Those yellow high rise dwellings in the plans are multi storied and look like car parks and too close to the commercial centre. Nelson is a very small city. Social housing shouldn't be parked right in the centre in order to make the place more vibrant. Just as people should no longer expect to park in front of every shop they wish to visit, people should be encouraged to walk a few blocks to town. Space above existing shops could be converted to flats, and this will be necessary as people continue to shop online, to avoid a dead centre.

Finally have you thought of rezoning the flat area behind the city towards Victory Square for housing as it is sunny, close to the city, perfect for elderly and those with disabilities as its flat, and everyone really, especially those who want to downsize to a flatter section. Smaller flats and houses would be perfect for this area. Well designed high-rise flats with the help of modern sound proofing materials could be a buffer to traffic coming into/through (though mostly Nelson itself is the destination) the city on one road. The other current major road going past Victory Square could redesigned to serve the neighbourhood.

ID # 10461



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10461
Name	Paul Drury
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

The plan is thoughtful and addresses most issues of the critical areas, though hopefully much of it could be substantially quicker to implement than 30 years.

I have no substantive criticism of the overall plan.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Critical to increase housing substantially, including affordable housing, in areas of the central city.

Though outside the current scope, this also needs to be done in other areas close to, and within walking distance of the CBD.

ID # 10460



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10460
Name	Jill Julian
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I live in the city and look forward to it becoming a place for people. It is currently dominated by cars and parking.

Bringing more people into the centre will support retail which can diversify to meet the needs of those living in the city.

We can no longer rely on vehicles to support retail

From a health perspective, enabling people to be more active is essential to improve public health and wellbeing.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10455



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10455
Name	Roderick King
Organisation	
Position	
Suburb / City	Stoke
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

To quote "....where the needs of all users are considered equally..." doesn't seem to apply to the NCC vision.

People come to Nelson for the outdoors, beaches and sunshine. Not to visit a "city".

We have the Maitai River and Tahunanui Beach and both are massive assets that are seemingly totally ignored by NCC. The town needs more parking if it is to retain any businesses. From a business point of view, parking is essential for retail customers and for clients to visit businesses. Time is money, and driving around trying to find a carpark is also frustrating. It's becoming easier to go to Richmond for business supplies and retail shopping. Nelson has probably the best waterfront area in New Zealand in Wakefield Quay and Rocks Road, but NCC seem determined to let this area turn into a motorway rather than a tourist attraction. The town's CBD will never be an attraction when there is so much to do in the open air on the outskirts, not in a sunless street surrounded by high rise buildings, like every other city in NZ. Affordable housing with un-affordable rates.

Why did you select this option?

Is there anything else that you would like to add?

Build a weir on the Maitai River at the SH 6 bridge to maintain a tidal flow in the river yet keep a minimum water level in the river so that at low tide it is not a slimy stony mess.

It is a special attraction on its own at high tide but at low tide, which is usually half of the day, a disgusting mess.

ID # 10454



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10454
Name	Mike Ward
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"TE ARA WHAKATU SUBMISSION

This has been an excellent initiative and the engagement with the broader community first rate.

I love the idea of inhabiting a bustling, creative, gorgeous city, but it is the playful bit and not just for, or even primarily, for children that really resonates.. We can all benefit by being playful and I suspect play has much to contribute to all eight actions/aspirations: A precinct, lane seat or street can be just be a precinct, lane, seat or street or it can be somewhere you want to linger long enough to have have your photo taken or listen to buskers... or arranged in such a way that we are more likely to engage with strangers... what about the beautifully painted chat up lines on all our furniture as a key component in our Gorgeous and Gregarious Nelson campaign.

Successful cities display a very real sense of having let the occupants contribute. Council can provide the framework but I suspect the key to success is avoiding being too risk averse or prescriptive about the possible initiatives or solutions for filling in the detail and enriching and "personalising" the vision...

We aren't starting from scratch. I was a councillor during the original inner city tree planting and traffic calming, and I recall asking Boffa Miskell, Council's consultants what it would take to engage with developers, property owners and businesses. Their response as I recall was that if council set the framework the rest would follow.

The tree plantings, furnishings, and paving transformed, what was previously a rather dull Main Street, into what is now, in my opinion, and the opinions of many of our visitors, one of the country's most beautiful, but with one or two exceptions there has been a dearth of imagination, engagement or contribution from the broader community since. I suspect that the rules we put in place to prevent the worst from happening have discouraged innovation and have been, albeit unintentionally, a recipe for mediocrity... identical sandwich boards, computer generated signage, bland colour schemes and curb side restaurant furnishings...and a reluctance by businesses to move out onto the street with the playful linger nodes, (a David Engwich term for anything that might slow people down to enrich and prolong the experience of being here.)

Older communities with their exquisitely detailed doors, door handles, hinges, gargoyles and curlicues have been many generations in the making.... We have much less such history but what we do have could be highlighted. We need to think about how we might incentivise the highlighting and the pop ups with the understanding that things need not be permanent. Imagine if stores attempted to outdo each other by putting a couple of seats on the pavement... not store bought factory jobs but quirky and interesting... bean bag, arm, deck or captains chairs... beautifully upholstered or painted... would our first response be to take them out for coffee and say well done? Or would we feel obliged to tell them why their initiative failed to meet health and safety requirements... and how brilliant would it be if all of our signage was designed by local artist and told a little of the history and aspirations of the enterprises. And what might it take to initiate the brightly painted doors or the verandas post with richly painted detail?

What will it take to persuade the Institute of architects or some public spirited creatives to come up with a rich and wonderful colour scheme for the entire city and how long and what else would it take before Nelson acquired the reputation for being an outrageously and genuinely colourful and creative city... if we were to do the colour scheme or make the spaces for the temporary pop up creations and performances?

RAISING RESIDENTS

Building the "captive inner city population" by facilitating living close to work (and working from home with inner city combined living and work spaces) is a key component to the whole undertaking.

Living in the city may not suit everyone but after spending many nights in my Hardy Street studio over the past ten years I can attest to the fact that it doesn't take long to get used to the inner city vibe...

It would have taken very modest and inexpensive changes to have turned my upstairs studio into a very comfortable permanent residence, my work place/ studio apartment... but enabling the occupation of the verandah as a first floor outdoor living space would have been the icing on the cake... better still as a shared walkway. Imagine what this would do to making first floor living and or business more attractive and successful. You might consider as well the added quirkiness of access from the street and the walkway at first floor level.

Looking at the residential strategies everywhere but particularly the city fringe to remove impediments to the reconfiguring of existing houses into additional dwellings with modest extensions or within the existing floor space... would increase housing options and availability at relatively little cost."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

I will email illustrations separately



ID # 10448



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10448
Name	John Fitchett
Organisation	CBD Property Owner
Position	Trustee
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

see the Attachment

Why did you select this option?

Is there anything else that you would like to add?

John Fitchett;

NELSON 7010

24 September 2021

The City Manager
Nelson City Council
NELSON

Dear Sir

CONSULTATION - DRAFT NELSON CITY CENTRE SPATIAL PLAN

1 WHAT IS THE CONSULTATION REALLY ABOUT

When I first looked at the Council's website concerning this Consultation, I was puzzled because I could not find anything as to the detail about what was proposed - ie what was being consulted on.

There was nothing detailed:

- as to road closure(s) or possible changes to roading patterns; or
- as to traffic direction or possible changes; or
- as to car parking proposals; or
- as to timeline for implementation (other than a vague 30 years); or
- as to costs; or
- as to the effect of differential rating on the CBD

and generally whether any of the multitude of drawings/diagrams/pictures and/or words could be relied on as setting out what was proposed.

Being so puzzled, I wrote to the Council and a copy of that letter is attached as p 1 to 4 to this Submission: but only as to the portion in black type. I was then invited to a meeting earlier this week. At that meeting I was given answers to most of my written questions. Those answers are shown in red type. Councillors will see that the response to most of my questions was "Unknown"; but it was acknowledged that one of the over-riding principles of the consultation was that within the whole of that CBD (ie the area bounded by The Ring Roads of Trafalgar/Halifax/Collingwood/Rutherford Streets) pedestrians would have absolute priority over cars and other motorised transport

I was told that the consultation papers set out "The Vision" that was being consulted on: and that I could not rely on any of the pictures/words/diagrams as setting out what was proposed. My response was one of surprise: I did not consider that that had been clearly set out in the consultation documents, and I said that it seemed to me that really what Council was asking its ratepayers was

"would you each like a free ice-cream"

After leaving the meeting and making further enquiries, that remains my opinion.

I have read both the 95 page Booklet "The Pathway to Nelson", and a print off from the website as to the Consultation. I find it disappointing that the two documents deal with matters in a different order, and different manner. However to try to give a logic to the whole consultation I propose to relate my comments to the 95 page Booklet.

2 WHAT IS MEANT BY "CITY CENTRE" IN THIS CONSULTATION

I have found it impossible to work out whether the Consultation is about

- what is traditionally known as the "City Centre" - which I understand to be the area within the Ring Roads formed by Rutherford/Halifax/Collingwood/Selwyn; or
- some larger area: eg the area covered by the "parking" diagram on page 75.

"City Centre" is not defined in the documentation – or at least I could not find any definition

As already acknowledged, everyone wants a vibrant and alive city but it is impossible to make specific comments as to a "Vision" without being clearly told - in the consultation documentation - what part(s) of the City we are "consulting" about

3 MISLEADING (AND/OR INADEQUATE) INFORMATION IN THE DOCUMENTATION

I am simply a semi-retired person – without the time (or inclination) to double-check the accuracy of the information included in the consultation documentation. I would normally simply assume that all figures etc would be accurate and not misleading to those considering the papers.

However, over the last few days I have found out two blatantly wrong pieces of information as follows:

- "the permanent closure of Upper Trafalgar Street has seen a 1200% increase in pedestrian activity"*** at page 49

I interpreted that as meaning that, in similar circumstances (except as to the road closure), pedestrian activity had increased twelve fold.

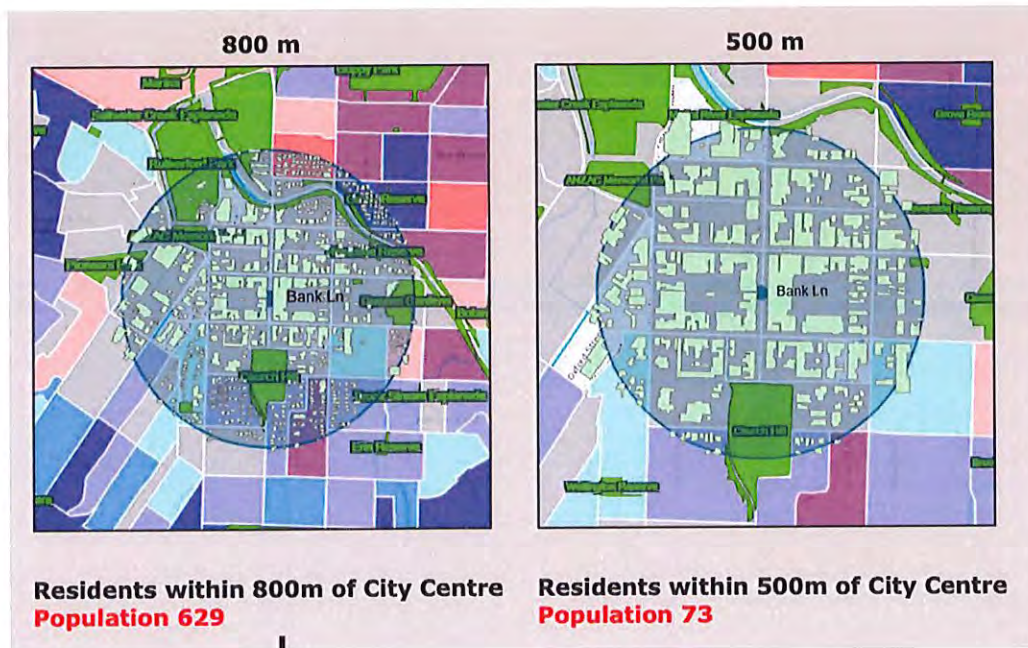
I now realise that my interpretation was wrong. When I asked for the data supporting such an astronomical increase was referred to a Report that showed

- The pre-closure figures were taken in winter 2019; but
- The post-closure figures were taken in summer 2020.

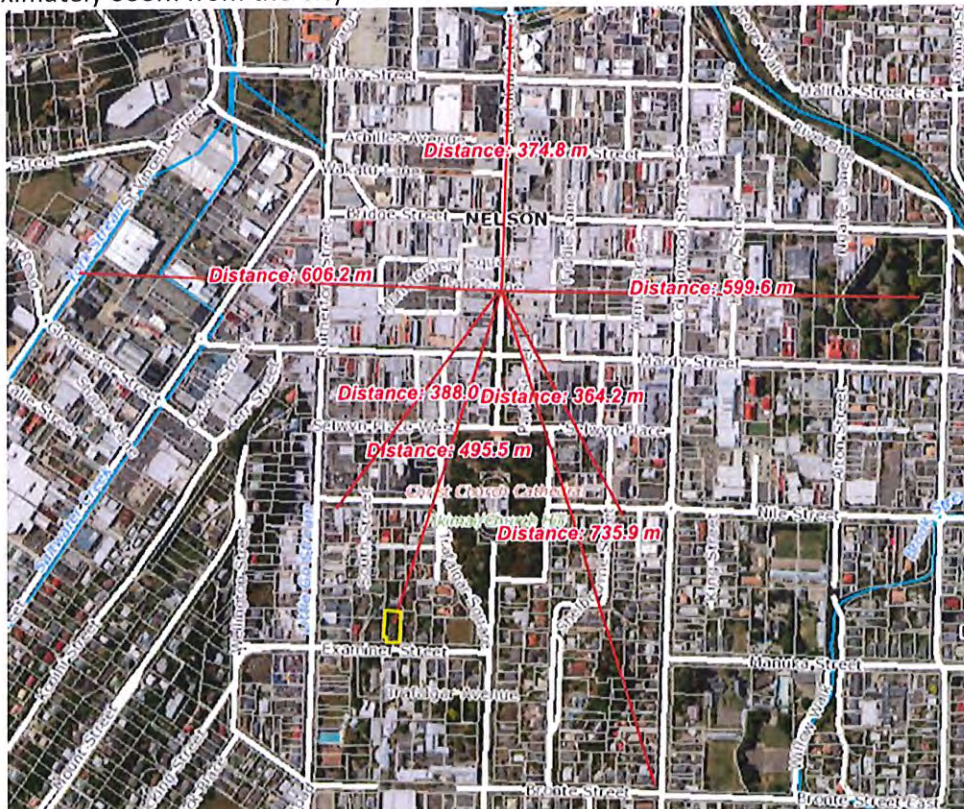
I challenge Council to find any citizen that considers that comparison to be fair or accurate.

- "less than 100 people live within 500 metres of the city centre"*** at page 93

I simply could not believe that was true, and so I asked Council for the hard data supporting such suggestion. I was referred to a 2019 Report Nelson City Centre Programme Plan – and sure enough there on page 17 was a diagram – cut-and-pasted at the top of the following page of this submission. To its left is a circle said to be showing 800 m from the same place



The only problem was that the 500 metres was wrongly drawn. Below is a cut-and-paste from the NCC GIS website showing (with examples - rather than a circle) what that website says is 500 m from the defined "city centre" ie The Farmers store in mid Trafalgar Street; and confirming my residence at 21 Examiner Street is within that 500m. The distances of 388m, 364m, and 374m show that the 2019 "500m" circle diagram was in fact less than 400 metres from the City Centre. Also, the distances of 599m and 606m show that the circle diagram showing 800m is only showing a circle approximately 600m from the City Centre



I suggest that if I, a 75 year old with no special skills and with very little IT knowledge, can pick up two serious errors so quickly; it makes one wonder

- What other errors are there in the consultation papers; and/or
- Were the errors included to try to make respondents support the basic idea consistently put forward by Council staff in several “consultations” over the last 12 years or so. The “idea” I refer to, is (in simplified form) generally
 - that cars are bad, and should be heavily restricted in the CBD;
 - that citizens would flock (by bike, buses, or on foot – but not by car) to the CBD if there were things there to interest them,
 - that the availability of car parks for shoppers etc is not a priority, and
 - that owners of properties or businesses in the CBD do not know what is (or would be) financially beneficial to them.

I am not suggesting that the errors were deliberately included - but I am saying that that possibility crossed my mind

A further criticism of the form of the Consultation Documentation (and misleading nature of it) is the absence of Legends from many of the diagrams.

Possibly the most obvious example that I criticise is page 39 - which is a diagram with various sized circles superimposed over a plan of the centre of the city



(NB the 1, 2, & 3 annotations are mine - see next page)

The diagram has no legends whatsoever, and we are left wondering what is the difference between the white circles and the green circles. I inferred that

- the green circles related to private developers' apartment blocks (or similar): proposed or existing, and
- the white circles referred to possible developments of land owned by Council, or possibly to be acquired by Council, and made available for inner-city/social housing.

I then realised that that inference must have been wrong, because on Monday 20th I had been assured (very firmly) by three senior Council officers/employees that there had been no plan

ever produced to the public which included (as possible housing developments by or through the Council) anything that related to land not already owned by Council.

I sent a copy of that page annotated with 1, 2, & 3 on three of the white bubbles, and asked what properties they related to. The response I received from Council was *"this is a high level vision document, it does not contain exact designs/details. The bubbles you refer to do not relate to specific sites or properties but areas/streets/blocks of the city centre considered potentially suitable for residential mixed use development"*. That response simply fuelled my concern for it appears clear that

- bubble 1 relates to privately owned properties in New Street currently mainly used for parking; and
- bubble 3 relates to the Council owned Wakatu Square Carpark - currently exclusively used for carparking:

I challenge the authors of the papers to deny that those were the properties the bubbles were intended to refer to

Therefore it appears that the authors of the Plan foresee the distinct possibility that two substantial areas of CBD land currently used for carparking, will instead become used for residential purposes - to the exclusion of most of the present car parking availability

Another example (of absence of Legends) is the diagram on p 47.

An even better example is page 57 (below): I ask *"what is suggested"*;

- *are the orange bits to be entirely free from traffic ?; and*
- *what are the blue lines meant to convey? - some are currently covered by buildings*



4 MY BASIC THINKING ON THE MATTER OF THE CBD

Contrary to the general thinking set out in the consultation papers; I ask myself *"what is the principal purpose of the CBD"* and I answer generally thus *"to provide a platform for the easiest shopping, and social discourse at restaurants, by Nelsonians and visitors/tourists; and to be a base where businesses and professional firms can operate efficiently"*

To achieve that purpose a critical component is the availability of access for the shoppers/eaters/ workers from their homes (which are mostly beyond walking distance from the CBD) to somewhere close to the shop/workplace/restaurant in the CBD.

Therefore the availability of reasonably priced and/or accessible carparking is critical; for notwithstanding what a vocal minority consistently proclaim, shoppers *vote with their feet* if asked to walk more than a very few hundred metres to their proposed destination, shop, or restaurant; and non-retail businesses/professions similarly *vote with their feet* if there are not readily available carparks for their employees and clients. I consider the best proof of this is to look at all Malls and supermarkets: accessible (preferably free) carparking is the one essential.

As to the suggestion throughout the consultation documentation – that the CBD has to be made specially inviting to all citizens so that they will linger and stay: I disagree

- yes: the area must be pleasant for shopping;
- yes: the area must be pleasant for dining – out side and inside;
- yes: the area must provide constructively for those working within the CBD.

However; I consider that

- if I want to entertain my children, then I go to one of the myriad of entertainment places outside the CBD – eg Lions Playground, Botanics, the various play grounds dotted around the city; swimming at Black Hole, Founders, or Natureland (all but the last two of which are free); and/or I take them to the City's Library or Museum within the CBD;
- if I want to meet with friends/colleagues socially or professionally; I will do so at a relaxing place such as the Maitai riverbank, and one of the myriad of cafes/restaurants.

I do not need – or want – a whole set of dedicated areas set aside for pedestrians in the manner set out in the Vision. Nor will most people accept the need to walk for 15 minutes to access the activity they wish to participate in – be it shopping, eating, or social discourse. (The reference to 15 minutes is taken from p 24 of the papers.)

Possibly my most important comment under this head is *"there are only a certain number of people who could (or would) want to come to the CBD, and linger in the CBD, in any circumstance"*

5 HOW DOES COUNCIL PROPOSE TO MAKE CBD "PEDESTRIAN PRIORITY"

The consultation papers make clear that it is proposed to make the whole of the CBD *"pedestrian priority"* (ie pedestrians has absolute priority over cars and can "wander" where/when they like).

However there is no mention or suggestion as to how that could be achieved - and still comply with the law as to vehicular access over what are "legal roads". I ask that the Officers Report to Council on the consultation, makes clear how they propose their wish to be achieved.

6 THE BOOKLET - PAGE BY PAGE

Feedback is sought on the whole document, and so here goes

P 7 Shared Values

I do not “share” a preference for a *“street layout to prioritise people”*. My view is that pedestrians on the one hand, and bikes and vehicles on the other hand, each have their appointed places within the City Centre; and I do not accept the “vision” as set out to me on Monday by Council Officers ie that pedestrians should always have priority over cars.

I share the value that there should be *“more residential living in or near the centre of the city”*. However I consider that such living being positioned outside the CBD (eg like Betts Apartments and the Ajax Ave apartments) is the optimum; and that apartment living in the CBD would be limited to the upper floor (or floors) of building mainly built for non-residential use. I would hope that land values within the CBD would be so high as to make apartment blocks in the CBD uneconomic

I share the value that there should *“be good links to the river and green spaces”*. Nothing I see in the documentation would give better views of the river. I do not know what “green spaces” is being referred to – but see that presently there is easy access to Anzac Park and Queens Gardens and any improvement of such access would not require making the CBD completely pedestrian priority.

I share the value that the city should have *“eclectic businesses celebrated as a point of difference”* – but ask how can a City Council achieve that: it must be principally in the mind of the entrepreneur.

I do not share the suggested value that *“youth and older adults need more from their city centre”* – and do not see anything in the “vision” that would give either class more.

I am sorry to be less than positive: but I see the other quoted values as applicable to every city in New Zealand

Page 11

My only comment is that the picture – like every relevant picture in the Booklet – shows Bridge Street as “one way”: notwithstanding me being told last Monday is that I should not read into the document any suggestion that Bridge (and/or Hardy) Streets would become “one way”.

Page 13 Our Place

I suspect no one (and definitely not me) would debate the correctness of the first three paragraphs in black type

I question how having greener streets (with their seasonal detritus) will *“reduce our demands on our stormwater system”*

I deny that 75% of the ideas in Heart of Nelson have been implemented.

I support (and always supported) the Riverside Pop-Up Park – that is the sort of thing that may be needed – something that does not interfere with the movement of traffic.

I smile when I see the last words *“improved access and safer links to our extraordinary waterfront”*. I can’t come up with any solution (and do not try) to the ongoing dispute as to Rocks Road – but my understanding is that the Transport Agency’s current favoured solution was wider highway – I hope that I am wrong

p 14 & 15 Diagram – Our City at a Glance

I have already referred (derogatorily) to the wrong statement that less than 100 people live within 500 metres of the City Centre. None-the-less I accept the other figures on trust – but in the expectation that Council Officers will check the same

p 16 & 17 **Our Actions**
"good public relations rhetoric"

p 18 & 19 **Seeing Ourselves**
I cynically ask *"Will that sculpture mean a rates increase of one percent"*

p 22 & 23 **Streets for people.**
I do not support any "vision", or suggestion, that Bridge Street or Hardy Street have motor vehicles banned from them
I do not support any "vision", or suggestion, that Trafalgar Street becomes a "Place for People" – at the expense of vehicles. I (again cynically) note that the diagram shows no difference between Upper Trafalgar Street (ie closed) and the rest of Trafalgar Street (ie open).

p 24 **Nelson City Centre network of streets for people**
I am pleased that here at least the document makes clear this part is discussing the area within the Ring Roads – ie what I understood as the "City Centre" and "CBD"
I do not agree with the "vision" of this being a *"pedestrian priority area"*
I do not accept that there is any need to create spaces/areas for people *"to linger"*
Whilst I accept that your consultants can probably provide Reports suggesting the advantages of having a city with a *"20 hour active street"* regime; or a willingness to accept the principle of *"15 minute walkability access"*. I challenge them (and Council) to show me such a city with a population of less than 60,000. Please remember
 "Nelson has a population of less than 60 thousand and most new development is in Richmond/Tasman – please be realistic as to what can be achieved".

p 25 **Objectives**
I do not accept as an appropriate "objective" any prioritising of pedestrians (over traffic) throughout the CBD. However I at least smile at the terminology used – namely that vehicle movements and parking are *"functional streetscape requirements"*.
As to the Paras headed *"Activate the edges"* and *"Invite diversity"* I simply reiterate my earlier comment: and add that pretty words (with no cars to take participants to the areas) achieve nothing

p 26 & 27 **Trafalgar Street Nelson's place for people**
Although I would love Trafalgar Street to be Nelson's *"place for people"* I do not accept that that can be achieved by banning (or severely restricting) cars
I do not accept the description used: namely that Trafalgar Street is *"Nelson's People Park"*.
I do not accept the premise on which p 27 is based.

P 28 **One street – 3 great places**
As to Halifax to Bridge Streets: I would be interested to see what possibilities are being considered for *"improved pedestrian amenity"* – unless it is to give pedestrians absolute priority in crossing Rutherford Street from both Achilles Avenue and from Wakatu Lane.
As to Bridge to Hardy Streets: I do not support any suggestion of pedestrian priority. Quite bluntly I do not believe the wording – if it is to be interpreted as parallel parking on both sides

of the road. As to the picture on p 29 and the annotation thereon, I question how many "events, markets, and parades" could be expected each week/month/year.

As to Hardy Street to Selwyn Place: it is easy to suggest *"improved pedestrian access to Pikimai/Church Hill"* (I use the traditional words as I have seldom heard any Nelsonian use the expression "Cathedral Hill"); but I would have found it much more helpful if there had been even a clue as to how that could be achieved – is an pedestrian overpass or vehicular underpass being foreshadowed.

(In passing I note that the existing arrangement - with two pedestrian crossings within 100 metres - appears to be in breach of Chapter 15.12 of the NZTA Regulations)

p 30 and 31, 32 & 33 Bridge Street Linear Park

I do not accept the basic premise that it is appropriate to make a street 75% pedestrian and 25% for vehicles.

I smiled at seeing that the city is looking for *"placemaking opportunities"* – at least my vocabulary is being extended

I also smiled when I saw the suggestion on p 33 that there would be *"Greater property values and commercial investment"* - if only !

It is obvious that if any substantial element of "Linear Park" was to be implemented, that Bridge Street would become one way. If, and I emphasise that word "if", that occurred, I would support the one way being west to east.

I strongly oppose any suggestion that traffic in Rutherford Street be substantially reduced/managed in the "green" area on the diagram on p 30.

P 34 to 37 Hardy Street – Arts and eats to linger longer

I do not accept the basic premise that it is appropriate to make the street 50% pedestrian and 50% vehicular; and (as implied on p 35) giving pedestrians priority over vehicles throughout the street.

I ask that in the Report as to the result of this Consultation, it be made clear as to whether Council would charge fees for restaurants which *"spill out onto the street"* (as set out on p 34).

P 38 to 43 Raising residents

I refer again to my criticism (as to the white and green circles and what they are intended to mean) set out in the latter part of para 3 above

As to p 41: I agree entirely with the statement that *"a greater number of residents living in the city is a win/win for Nelson"*. What I do not agree with is that they should be in the CBD – ie within the Ring Roads.

The consultation documentation is ambiguous in not differentiating between *"inside the Ring Road"* or *"outside the Ring Roads"* – I tend to oppose the former, but strongly favour the latter.

As to the exemplar referred to in the papers – ie Betts Apartments: I note that they

- are outside the Ring Roads;
- were developed privately without Council financial contribution;
- have at least one car park for each Apartment; and
- have a communal area/garden for residents.

That is what Council should be supporting (admittedly at the top end of the market) - not lower end of the market, uneconomic units, within the Ring Roads, and without enough carparks.

As to p 42: I support “*upstairs conversions*”, but would hope that increasing land values in the CBD would preclude apartment blocks being built – other than “top-end”.

As to the para “*Using surplus property*”: I consider it unrealistic to use the Betts Apartments as some sort of justification for selling off Council land – especially at less than current market value as appears to be likely with Achilles Avenue. If one of the white bubbles relates to Wakatu Carpark (as it appears to) I strongly oppose that being sold off for housing of any sort

p 44 & 45 **Case Study - and alternative Case Study**

I cannot accept that a possible sale at undervalue of pieces of land acquired for roading/parking purposes is an appropriate “Case Study”.

I point out (at the risk of repetition) the mistake in suggesting that an extra 350 people will triple the inner city population – see para 3 ii above

As an Alternative Case Study I comment. Historically the offices of professional firms such as lawyers were sited in the CBD. Currently Zindels, Crown Law, and Rout Milner Fitchett are (I think) the only lawyers offices (with more than 1 lawyer) sited within the CBD. Naturally there are many reasons for that exodus, but I suspect prominent would be inability to be assured of parking for clients, and the horrendous differential rating system used for the CBD - it is much cheaper to be outside the Ring Roads

On checking,
I note an
error on page
10 (of 17) of
my Spatial
Plan
Submission –
at the para
relating to p
46 to 49 of the
Plan. The
figures of
“33” and “44”,
should be
amended to
“23” and “33”
- John
requested edit
- 2OCT2021
A2761309

p 46 to 49 **Great places**

I point out that the photo basis for p 48 is misleading: it is taken with a 33mm lens rather than the “usual” 44mm lens which would provide a picture more aligned with reality.

I do not support the removal of the existing “gas-light” fountain in Upper Trafalgar Street. Any further comment on Great Places would be repetition of earlier comments.

p 50 to 55 **Greener streets**

Unless I am assured that any new trees would be planted in the footpath portion of the legal streets, and not taking away carparks, I do not support adding 1000 trees to the CBD’s existing 130 (odd) trees along **those streets**.

Assuming (probably wrongly – as it is said to be all a “vision”) that the diagram on p 51 is what is proposed, I calculate that there would be 2,880 metres of streets to be “treed” and (assuming tress on both sides) that would mean one tree, on each side of the road, (in addition to the existing trees) at a distance of less than 6 metres: is that really what is suggested ? ?

p 56 to 59 **Linked up laneways**

I repeat my criticism of the diagram on p 57 – see end of para 3 above.

I challenge any Councillor to say that he/she interpreted such diagram as meaning anything other than that it was proposed to close Church Street and New Street to vehicular traffic; and that the western part of Montgomery Square would lose some of it’s carparking.

If the Laneways proposals include closing streets to traffic, I do not support them

P 60 to 63 **Precinct Power – Connecting the dots**

I simply do not accept the wordy suggestion that “*each of these precincts will have their own unique character reinforced through the promotion of precinct plans to ensure that each is fit*

for purpose, complementary, and well connected to the city centre as a whole – is this (and the Objectives) written for a city of 5 million or a city of fifty thousand.

As to the para *“Mix the uses”*: I challenge Councillors to read it, and explain in simple language what the author is trying to convey.

As to *“Early partnerships between Council and development agencies are a fundamental step to achieving (the diversity) as are partnerships with the existing business community”*: could someone tell me the last time Council put money into any such partnership.

p 64 to 67 People at play

As already noted, I support Council being involved with some facilities for “play” in the CBD – just like Council establishes things like skate board parks at appropriate locations. The park off Halifax Street through to the river would be an example of what I support. I cannot see the logic or advantage of public table tennis tables (or the like) in the prime pedestrian areas of the CBD as portrayed on p 66. (If nothing else, Council’s current approach to every aspect of H & S would preclude such tables).

p 71 & 2 Based on data

I say no more than to refer to para 3 i above

p 74 to 77 Getting parking right

I was slightly surprised to even see these pages – bearing in mind the apparent antagonism with which the paper’s authors treat the prospect of motor vehicles in the CBD.

I was even more surprised to see that the page says that the necessary change MAY result in the loss of some parking spaces. I consider it is clear that parking spaces WILL be reduced, and that the whole thinking of the paper is *“we do not like cars”*. That has been the thinking emanating from Council Report writers for the last decade. For proof simply look at the reduction in CBD parking spaces over the last decade. I am however pleased to see it stated that Council *“is developing a Parking Strategy for the City”* – even though I am cynical in light of

- Council’s apparent wish to dispose of the Achilles Ave property that most would think would feature prominently in any such review; and
- Council’s willingness to sell CBD land to Kainga Ora and not stipulate that adequate parking is a prerequisite of the deal;

I wait with expectation to see if the Strategy is released for consultation this year as stated.

As to the diagram on p 75: I repeat my comments (in the Kainga Ora consultation), that allowing the Achilles/Rutherford housing to proceed without adequate on-site parking, will mean those residents will park their cars in the streets coloured red on that diagram – and *“force”* CBD workers to park even further from their workplaces.

Taking note of history: I simply do not believe that full implementation of the *“vision”* will result in the loss of only about 10% of the parking spaces in the CBD – as I interpret the para on p 76 to say. I go further, and ask that the authors set out to Council (and submitters) where they think that that 10% may be located.

If my interpretation is wrong, and the paper’s authors say they are referring to a 10% loss of parking in the whole *“city centre”* (rather than just the CBD within the Ring Roads), I ask that that be made clear in the Report to Council in respect of this consultation. (I note in passing that CBD workers are now parking on most days for all day in front of my Examiner Street home – 500 metres from the Farmers store which is deemed the centre of the CBD).

I also refer (with horror) to bubble 3 (on p 4 of this Submission) - which I interpret as foreshadowing the possible sale of part/all of the Wakatu Square Carpark for housing

p 80 **A delivery programme**

I note the statement "*Building the vision requires smart partnerships and a committed public investment over 30 years*"

Notwithstanding such statement, the papers contain no comment on

- Anticipated cost; or
- Which sector of the rating community would bear it
- How much Council hopes a governmental agency would contribute.

Anyone can have a "*vision*" – but the true visionary should also have some idea as to anticipated cost; and how it would be funded

p 93 **Nelson's population is growing**

As noted in para 3 ii above; in light of the grossly misleading reference to less than 100 living within 500 m of the city centre: I do not know which of the population figures to believe

CLOSURE

I consider that all Feedback should have included a Box for the Submitter to identify whether she/he/it was

- A CBD property owner - and whether liable for the rates or not
- A CBD business owner - and liable for the rates or not;
- A residential ratepayer or renter - but not one of the above

I ask for the opportunity to address Councillors in respect of this Submission; and to be in a position to respond to Councillors' questions in light of the negativity set out above.

Yours faithfully



John Fitchett

Attached Letter to Council; and responses in red
GIS Map with 500 m circle

John Fitchett



NELSON

Nelson City Council

NELSON

Dear Sir / Madam

"THE PATHWAY TO NELSON"

I have noted the publicity about the current "Consultation" in respect of the above. I wish to make a Submission but seek clarification on certain points before doing so

Accordingly, I ask that one of the Officers involved in the promulgation of the document either contacts me by telephone for an appointment for me to call at Council Office to be given the answers to the questions tabulated below, or that concise answers be sent to me to each of the questions. To try to assist I have given what I think might be the answers in some cases. The responded cold simply ring what I have typed or hand write some different answer

1 CITY CENTRE STREETS FOR PEOPLE

I can see no reference in the consultation document to the findings/result of last years "consultation" in respect of the proposal to change Trafalgar Street substantially (but do note the inclusion of some photos from that document): I recollect that it was called City Centre Streets for People.

The document was not favoured, and (when pushed) most respondents favoured the least ambitious of the 4 proposals.

"is there any reference in the current consultation papers to the view expressed by those respondents last year";
and (if so) **"where"**

No

Council did not adopt the Officers recommendation last year and the \$1m funding that had been allocated was relinquished

2 TIMELINE

I can not see any reference - other than the generic "30 years" - to any time line for the possible implementation of the suggestions

"where in the consultation papers is there reference to any possible (or recommended) timeline for implementation " p to

The Consultation is on the "High Level Strategy" - not the detail
But see the time on p 80

3 VEHICULAR TRAFFIC

Although I see various drawings etc in the consultation papers, I do not see any statement as to what is proposed/suggested in relation to changes to the roading pattern.

In respect of that I ask

Most of the document is setting out the Vision.
It does not include any detail

- i is it proposed to have Bridge Street one lane - with traffic moving west to east (generally as per drawing "Bridge Street - Trafalgar Street: Enhanced") **Unknown**
- ii is it proposed to have Hardy Street one lane - with traffic moving east to west; **Unknown**
- Or: moving west to east (ie the same as Bridge Street) (generally as per drawing "Hardy Street: reimagined as a social corridor") **Unknown**
- iii if neither i or ii: is there any suggestion of making Hardy or Bridge Street one lane - and (if so) what is the proposal/suggestion **Unknown**
- iv is it suggested to close Church Street (between Hardy Street and Selwyn Place) to vehicular traffic - coloured orange on Laneway plan which has no Legend **Unknown**
- v is it proposed to close New Street (from Trafalgar Street to Collingwood Street) to vehicular traffic - coloured orange on Laneway plan which has no Legend **Unknown**
- vi is it suggested to close Morrison Street to vehicular traffic - see coloured orange on Laneway plan which has no Legend **Unknown**
- vi is it proposed to have only parallel car parking in Trafalgar Street **Unknown**
- vii Is it proposed to have parking in Trafalgar Street restricted to one side **Unknown**
- viii is it proposed to have only parallel car parking in Bridge Street **Unknown**
- ix Is parking in Bridge street to be restricted to only one side **Unknown**
- x Is it proposed to have only parallel car parking in Hardy Street **Unknown**
- xi Is parking in Hardy Street to be restricted to only one side **Unknown**
- xi i noting the absence of any Legend on Laneway Plan:
 "what are the blue lines thereon to be interpreted as"
 and
 "what are the orange markings to be interpreted as"
- xiii "is it proposed to close (or restrict) any existing vehicular entrances to either Buxton Square or Montgomery Square" **No**
- xiv noting the white shading on Rutherford Street on the page "Streets for People":
 "is it proposed to restrict/amend existing traffic design in Rutherford Street between Bridge Street and Achilles Avenue - to facilitate movement of pedestrians
Yes - but the diagram on p 30 (showing closure of the vehicular lanes) is diagrammatic and not to be relied on
- 4 UPPER TRAFALGAR STREET PEDESTRIAN USE
 noting the reference to a suggested 12 fold "increase in pedestrian activity" in Upper Trafalgar Street post closure:
 "on what Council file can I find the information substantiating that suggestion of such 12 fold increase"

Report dated *to be forwarded to me*
File with reference

5 **COST OF IMPLEMENTATION**

I can not see any reference to the cost of implementation or partial implementation
"in what Reports or Council file(s) can I find details (or even ballpark/guesstimates or estimates) of the cost of implementing the whole or part of the proposals/suggestions"

Report dated File with reference

No reference to costs as it is a Vision that is being consulted on

6 **LOSS OF CARPARKS IF IMPLEMENTED**

I cannot find any reference in the consultation papers to

- The number of carparks that would be lost if the proposal was fully implemented; or
- The number of carparks that would be lost if the proposal was partially implemented; or
- Where parking would be provided for the residents in the proposed Social Housing at Achilles Avenue and/or Rutherford Street

"in what Council files can I find Reports detailing the estimated number of car-parks that would be lost as a result from implementation (or partial implementation) of the proposals

Report dated File with reference

Premature to talk of Parking loss: that comes up under Parking Strategy which is not yet being consulted on

7 **PARKING BUILDING**

I cannot find in the papers any reference to any possible parking Building within the CBD - whether Council owned or privately owned

"in what Council files or Reports (made within the last 3 years) can I find any details to any possible suggestions for the erection within the CBD of any carparking building of 2 or more storeys

Report dated File with Reference

Premature - see para 6

8 **LANEWAY ALBION SQUARE TO RUTHERFORD STREET**

I note the Plans show a straightline Laneway from Albion Square through to Rutherford Street

- i is it proposed to remove car-parking from the rectangle of Montgomery Square coloured in orange on the Linked-up Laneways plan; *Unknown*
- ii if not: why is the rectangle shown as such *do not take the diagram literally*
- iii Has the Owner of City Centre been approached to sell part of its land so that there is in fact a Laneway available to the public 24 hours a day *No*
- iv would there be a "kink" to the west of Collingwood St in the Laneway *Yes*

9 **OTHER SOCIAL HOUSING IN THE CBD (within Halifax/C/wood/Selwyn/Rutherford)**

I am told that Council's adviser (Mr Gray) has spoken of the possibility of Council acquiring further land for "social Housing" within the CBD perimeter roads

"in what Reports or Council files can I find copies of all Plans put to any public meeting which shows possible "social housing" (by Council selling land to a Housing provider) within the perimeter of the CBD - other than the current Achilles Avenue proposal

Reports dated File with Reference

All three denied the statement - although Mr Gray qualified his answer with "I do not recollect showing any Plan"
Discussion got a bit heated with them talking of "hearsay" statements, and asking for who told me there was a plan that had been shown.
My personal belief is that Mr Gray knows within himself that there is/was a Plan and that he showed it to someone

9 UPPER TRAFALGAR STREET

See "misleading/distorted" picture on Great Spaces

"Is it suggested the new \$800k lights , and the gas fountain, be removed, and replaced with a pond" *Unknown*

and

"what focal length was the lens that took the photo that it is basis for that Great Spaces drawing" *23 mm compared with usual 33 mm - in other words wide angle*

10 PRIORITY FOR PEDESTRIANS

"is the thinking behind the proposal that pedestrians always have priority within the CBD - and the right of way over vehicular traffic" *Yes*

The "yes" was qualified with the comment that pedestrians would always have priority: but it was denied that they would have the "right of way". "the whole idea is to slow down motor vehicles"

If not

"Would pedestrians have such priority over areas that might extend for 30 to 50 metres or even more": see drawing in the vicinity of central Trafalgar Street showing faux cobbles for an extended distance" *Yes / No / Unknown*

11 GREEN STREETS

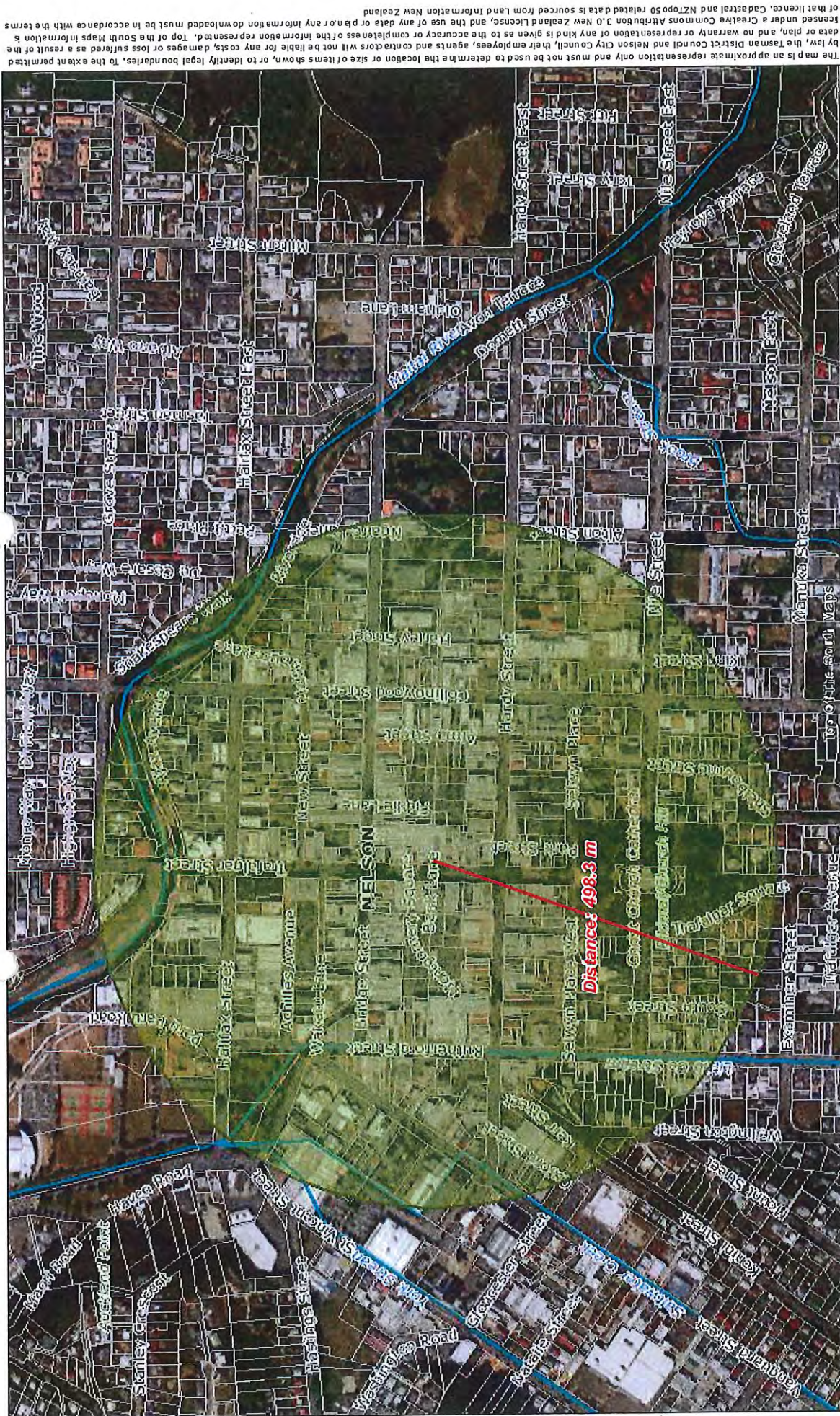
"will the trees in Collingwood and Rutherford Sts be planted on the existing footpaths, or outside the footpaths: where carparks are now placed" *Footpaths / outside the footpaths*
Unknown

CLOSURE

I look forward to hearing from a Council Officer sometime this week. If Council's response is along the lines "that's for you to work out yourself", please at least tell me so this week

Yours faithfully

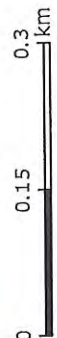
John Fitchett



Top of the South Maps

Legend

- ☐ Property at Subdivision Stage 223
- ☐ Property Boundary
- ☐ Place Names
- ☐ Road Labels
- ☐ State Highway
- ☐ Roads 5k - 7.5k
- ☐ River Labels



Scale: 1:7,500 @A4

21 September 2021



The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Tasman District Council and Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty or representation of any kind is given as to the accuracy or completeness of the information represented. Top of the South Maps information is licensed under a Creative Commons Attribution 3.0 New Zealand License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that licence. Cadastral and NZTopo 50 related data is sourced from Land Information New Zealand

ID # 10446



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10446
Name	Alison Horn
Organisation	Friends of the Maitai
Position	
Suburb / City	Maitai
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

We strongly support the objectives to encourage residential living in the city centre catering for a range of price points and housing types; along with the supporting statements:

Great city centres support a range of activities at all hours for all age groups

Leveraging a range of benefits from increased residents in the city centre

Supporting our sustainable transport and carbon reduction.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Friends of the Maitai is an environmental group that dates back many decades, and has been active at times when the quality of the river and the river valley have been under threat, for example from the planting of pine forest in the 1970s and the building of the Maitai Dam in the 1980s. Our current work is focussed on the impacts of pine forest harvesting, planting and plant care at Groom Creek, water quality monitoring and community outreach.

There is increasing research demonstrating the health and wellbeing benefits of natural spaces within easy reach of cities. This at the same time as these areas come under pressure in a 'housing versus nature' scenario that is occurring in many countries and in Aotearoa-NZ.

Friends of the Maitai acknowledges the need for housing and is in support of residential development in the central city, as outlined in the plan to increase the inner city population to 2000 in Te Ara o Wakatu. Inner city development has numerous environmental benefits, including reduced car use and the reduced requirement for additional infrastructure - roading, stormwater, sewerage etc. There are exciting and sustainable opportunities for repurposing under-used commercial buildings for residential - as demonstrated in popular areas in many of the world's cities.

The Maitai River is a wonderful asset to Nelson city, and is a key part of the plans for the city at the new Riverside Precinct. For the river to be an attractive asset as it flows through the city, appropriate land use and water quality protection, both upriver and in the city, and well-designed flood prevention measures are all essential.

We look forward to working with the Nelson City Council on the ways that the Maitai and its environment can be enhanced.

We commend the Nelson City Council for the initiatives of the City Centre Spatial Plan.

Friends of the Maitai strongly support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development.

Why we support this vision?

We strongly support the objectives to encourage residential living in the city centre catering for a range of price points and housing types; along with the supporting statements:
Great city centres support a range of activities at all hours for all age groups
Leveraging a range of benefits from increased residents in the city centre
Supporting our sustainable transport and carbon reduction.

Is there anything else that you would like to add?

Friends of the Maitai is an environmental group that dates back many decades, and has been active at times when the quality of the river and the river valley have been under threat, for example from the planting of pine forest in the 1970s and the building of the Maitai Dam in the 1980s. Our current work is focussed on the impacts of pine forest harvesting, planting and plant care at Groom Creek, water quality monitoring and community outreach.

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We look forward to working with the Nelson City Council on the ways that the Maitai and its environment can be enhanced.

We commend the Nelson City Council for the initiatives of the City Centre Spatial Plan.

Alison Horn

Friends of the Maitai

info@friendsofthemaitai.org.nz

ID # 10444



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10444
Name	Sarah Hutchins
Organisation	
Position	
Suburb / City	Tauranga
Postcode	3110

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The vision and key actions in the strategy are great. I support the objective to bring more people into the city centre. It would be great to see less cars in the CBD so the streets are safer, more environment/climate-friendly and to create space to bring more life into the centre.

Converting car parks

To discourage cars and encourage pedestrians and cyclists, we need to convert some (or all) of the car parks in the city centre into shops and public spaces. Car parks currently take up a huge amount of space. They are an inefficient (and ugly) use of valuable space and encourage people to drive (as driving is seen to be the easiest way to get into town).

If just one of these car parks (such as Montgomery Square) was converted into a public space (e.g. a park, playground or functions centre) or shops, this would bring more life and people into the city. Saturday is the busiest day for Nelson city, and we cope well without Montgomery carpark while the market is on, which suggests this carpark isn't needed.

Walking and cycling routes

Designing easy and safe walking and cycling routes into the CBD along the main routes is important for encouraging uptake of walking and cycling. We already have good routes into the city from the Maitai, the Railway Reserve and Atawhai, but we need better routes along Rocks Road and the Brook. Ideally these cycleways would be separated from the traffic, to encourage the less confident cyclists to use them.

On the greener streets objective, I strongly support planting more trees in the city centre. However, we could be more creative than this, and create green roofs and walls as well. The High Line in New York is a great example of a narrow corridor of space being turned into a public park. Plants in the city centre have so many benefits, including reducing flooding and improving resilience to climate impacts, enhancing biodiversity, improving the aesthetics of a place."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Climate impacts need to be properly considered.

I understand that the current coastal inundation/flood models used by NCC do not fully assess the risks. Decisions resulting in large investments need to be fully aware of the risks and therefore should be made using more accurate data. The financial risk of insurance retreat needs to be fully considered, given there is evidence-based information for NZ to inform this.

ID # 10442



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10442
Name	Allen Berthelsen
Organisation	
Position	
Suburb / City	Tauranga
Postcode	3110

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The vision and key actions in the strategy are great. I support the objective to bring more people into the city centre. It would be great to see less cars in the CBD so the streets are safer, more environment/climate-friendly and to create space to bring more life into the centre.

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Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

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ID # 10440



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10440
Name	Claire Berthelsen
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The vision and key actions in the strategy are great. I support the objective to bring more people into the city centre. It would be great to see less cars in the CBD so the streets are safer, more environment/climate-friendly and to create space to bring more life into the centre.

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Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Climate impacts need to be properly considered.

I understand that the current coastal inundation/flood models used by NCC do not fully assess the risks. Decisions resulting in large investments need to be fully aware of the risks and therefore should be made using more accurate data. The financial risk of insurance retreat needs to be fully considered, given there is evidence-based information for NZ to inform this.

ID # 10438



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10438
Name	Cameron Carter
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The vision and key actions in the strategy are great. I support the objective to bring more people into the city centre. It would be great to see less cars in the CBD so the streets are safer, more environment/climate-friendly and to create space to bring more life into the centre.

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Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Climate impacts need to be properly considered.

I understand that the current coastal inundation/flood models used by NCC do not fully assess the risks. Decisions resulting in large investments need to be fully aware of the risks and therefore should be made using more accurate data. The financial risk of insurance retreat needs to be fully considered, given there is evidence-based information for NZ to inform this.

ID # 10437



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10437
Name	Richard Sullivan
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"It could go further on intensification.

I applaud the removal of development fees for residential in the CBD (this will be repaid with lower per unit infrastructure costs and higher rates per sq m over time). Other things could help like minimum height requirements for buildings within the ring road (such as 3 storeys minimum) and removing requirements for car parks within the CBD.

Please ensure most of the trees within the CBD are deciduous. During winter the sun at street level will be very low if predominantly native are planted.

Quicker removal of ground level car parks would be good. Turning what is called market square into a predominantly pedestrian square should be a priority. This will encourage residential development around it. A multi-level car park should be built outside the CBD to compensate for loss of parking. Though if the pedestrian/cycle access is improved this should not be such a problem.

For the city to be smart it should encourage smart activities. Making UFB cheaper inside the CBD would be a good incentive for smart businesses/connected people to relocate to the CBD. This could be funded through not subsidising low wage/low productivity industries like tourism or wasteful dams outside the region."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

It could go further on intensification.

I applaud the removal of development fees for residential in the CBD (this will be repaid with lower per unit infrastructure costs and higher rates per sq m over time). Other things could help like minimum height requirements for buildings within the ring road (such as 3 storeys minimum) and removing requirements for car parks within the CBD.

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ID # 10435



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10435
Name	Anna K Berthelsen
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The vision and key actions in the strategy are great. I support the objective to bring more people into the city centre. It would be great to see less cars in the CBD so the streets are safer, more environment/climate-friendly and to create space to bring more life into the centre.

Converting car parks

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On the greener streets objective, I strongly support planting more trees in the city centre. However, we could be more creative than this, and create green roofs and walls as well. The High Line in New York is a great example of a narrow corridor of space being turned into a public park. Plants in the city centre have so many benefits, including reducing flooding and improving resilience to climate impacts, enhancing biodiversity, improving the aesthetics of a place."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Any risks due to climate change need to be properly considered.

For example, I understand that the coastal inundation/flood models used by NCC do not fully assess the risk of flooding in this region. Any big investment needs to consider data based on more accurate modelling. The risk of losing insurance (where this is required) due to climate impacts needs to be considered and there is evidence-based information on when insurance retreat is likely to occur for NZ

ID # 10432



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10432
Name	Simon Parkes
Organisation	ENGCO - Consulting Engineers.
Position	Civil & Structural Engineer
Suburb / City	Nelson City
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Numerous reasons: emphasis on environment, people, intergenerational living; emphasis on living close to where you work and play, community; re-investment into iterative continued improvement (rather than abandoning and starting separate projects elsewhere which is less sustainable and more culturally mature); greenery improves services resilience (low impact infrastructure design following modern design principals.

Emphasis on cycling to work like Dutch cities

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Key connector(s) routes from sea to sky.

By having routes, separated from traffic, safe and accessible, that follow stormwater pathways from the sea (beach) to the sky (mountains) through the city, allows for better environmental (engineering) resilience, improved amenity value, improved waterways (quality, capacity, maintenance), following cultural design principals and philosophy, achieves environmental targets. An access way safely connecting the beach to the city is critical in really unlocking the potential that both spaces have to offer - and this access way needs to be safe for all users, elderly walkers, 5yr old kids on scooters, up to 30yr cyclist commuters heading in both directions at high speed.

ID # 10430



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10430
Name	Rosemary Cooke
Organisation	
Position	
Suburb / City	The Glen
Postcode	7071

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	1
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Safety:

Could the proximity of low cost social housing lead to people feeling unsafe in the precinct especially at night?

Will wheels of all kinds (except wheelchairs and mobility scooters) be kept on the outskirts of the precincts to enable relaxed walking?

Is there anything else that you would like to add?

Reasons to go to the inner city as an experience:

The highly successful Nelson market demonstrates the broad appeal of locally based artisan type retailers.

Can these types of businesses be prioritised in the precinct over bigger chains to give Nelson a unique character and attract people into the inner city? Cheap junk stores negatively impact Nelson's image and environment.

ID # 10429



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10429
Name	Kate Cronin
Organisation	
Position	
Suburb / City	Moana
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10425



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10425
Name	Paul McGregor
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

It's about people, not cars! I like that it would bring more people onto the city as residents.

I love that it embraces our iwi Maori stories. It makes me excited for the future of Nelson.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

I wonder about the taller buildings in the plan and how that will impact existing spaces. I wonder about climate change and how this plan fits with the realities of that.

I hope that those people who have the potential to scupper this vision (e.g. some of the commercial property owners who have blocked similar visions in the past) are being brought along for the ride.

I wish there was an opportunity for public dialogue on this rather than me just submitting this form that only goes to council.

ID # 10423



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10423
Name	Byron
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

If you bring the streets to the people, people who like and live in the country side will first have to drive to the city, then have to find a place to park, then go to where they need to go.

Why did you select this option?

Is there anything else that you would like to add?

If you place plant boxes and trees that will also lower the amount of parking space if you reduce the amount of parks in the city find a different place in the city to place more car parks in roughly the middle of the city or something

ID # 10419



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10419
Name	Jenny Easton
Organisation	Zero Carbon Nelson Tasman
Position	
Suburb / City	Stoke
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached - refers to Nelson Plan, River Flooding & KO in this attachment.

Submission NCC Flooding, Spatial Plan, Social Housing, Nelson Plan

Zero Carbon Nelson Tasman is an incorporated society with nine directors (Joanna Santa Barbara, Jack Santa Barbara, Bruce Gilkison, Jenny Easton, Olivia Hyatt, Yuki Fukuda, Carolyn Hughes, Alistair Munro and Julie Nevin) and recent member Aaron Stallard. We have a broad range of expertise which includes education, environmental and climate science, energy, medicine and business. Collectively we have substantial insight into the problem and solutions for the climate crisis in both mitigation and adaptation. We work with councils and communities to reduce regional emissions so that we can limit the global temperature increase to less than 1.5°C and build resilience in adapting to climate change.

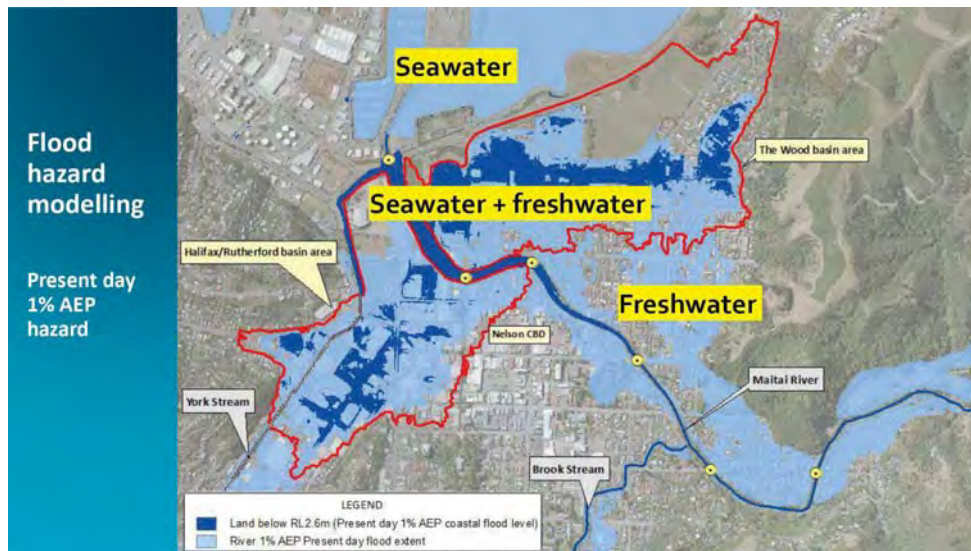
We are pleased to see the release of the river flood maps, the proposal to make the CBD a people-centred place, increasing city residents including social housing and progress on the Nelson Plan.

However when we view this through a climate change lens we have a number of concerns. This is another example of why ZCNT has for some time advocated to the council that developing an adaptation plan should be a priority. There are significant impacts from climate change built in now, even if globally we achieve the goals of the Paris Agreement. We are starting to see these impacts in our region. We are very concerned about rising costs to councils, businesses and residents in rebuilding from increasing likelihood of extreme flooding events and maintaining vital infrastructure. We have stated numerous times that it is not best practice to plan and build expensive developments without a strategic Nelson-wide adaptation plan. There seems to be an assumption that we can work out how we will adapt later, without knowing how this will increase hazard risks, cost of protections and how the choice to build in an at-risk area may limit our ability to help or protect other areas in Nelson.

River flood maps

We expected that the river flood modelling would include a much more extensive coastal sea level rise component. That will influence how long it takes the flood waters to disperse, and also the extent of the fresh and saltwater flooding in the lower reaches of the Maitai delta. These would include likely scenarios such as high rainfall and storm events (such as the recent Fehi) which coincide with king tides.

We know that Tonkin and Taylor modelled this map below for the February 2021 Council inhouse workshop, and believe that this should be made widely available to the public.



To emphasise the importance of combining the effect of sea level rise with river flooding, we have summarised an article that looked into this. ^{Ref 1.}

<https://www.pnas.org/content/114/37/9785>

In summary it states that flood events can be caused by either sea level rise, river flooding, heavy precipitation or a combination of these. If the probability of a flood event is only based on one of the causes, the probability of such an extreme event might be underestimated. As the height of tides comes closer to flooding levels, the combination with extreme weather events increases the probability of flooding (noting that the probability of an extreme weather event is also increasing). 'Physically, SLR adds to the height of future storm tides, reduces pressure gradients that are important for transporting fluvial water to the ocean, and enables greater up- stream tide/wave propagation.'

It is therefore of great importance to base future flood maps on both sea level rise and river flooding, to make sure that we can work on the future plans based on accurate data.

We are very disappointed to see only 2 river models; the current day and 100 years, and consider that the public are not going to be able to assess the likely risk and effect this flooding will have on either a new build, ie 60 years, or their current dwelling, say 30 years. We know that 30cm of SLR is baked in for the next 40 years and it would be fair to have modelling that showed the impact of SLR and High Intensity Rainfall Data (HIRDS) for the time periods which are relevant to ratepayers. This modelling should include combined coastal and river flooding. At present the separate coastal and flooding hazard maps understate the risks now, and in the next 50 years.

We request that combined saltwater and freshwater flood modelling is provided to the public, and that two more combined flood models are provided for 2050 and 2080, or other years that align with NIWA data used to develop the flood models.

How does the current year 1% AEP change over time with global warming?

The **frequency** of current day 1 % AEP floods is going to increase with SLR, and NCC has provided us with this (blue text) information (LGOIMA SR2104330):

The data in Table 3.2 of the PCE 2015 report has not been generated for Nelson, however the following information has been interpreted from analysis of Nelson sea level thresholds:

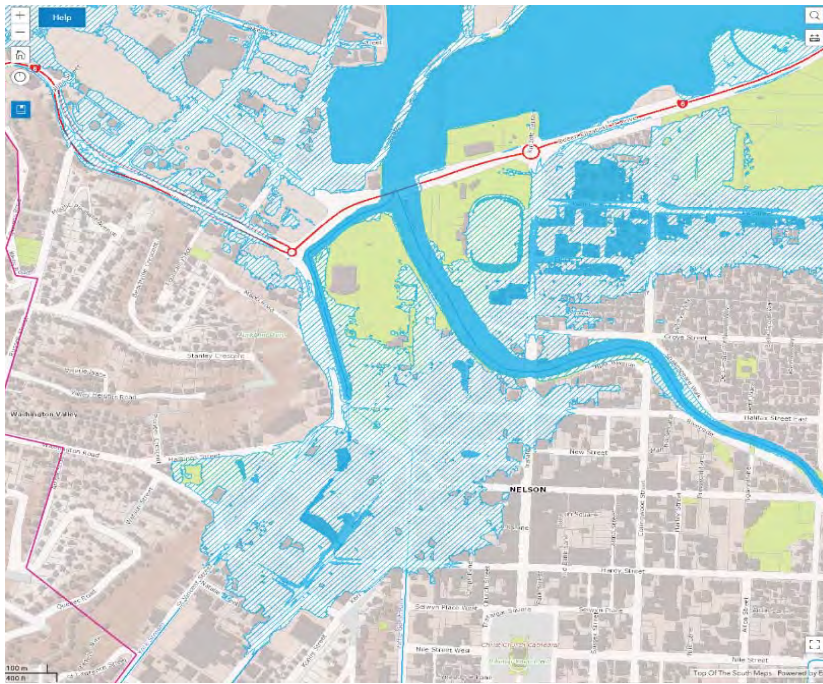
SLR	Indicative future frequency of present day 1% AEP coastal inundation level (RL 2.6m)
0cm	Every 100 years
20cm	~Every 10 years
40cm	~once a year
80cm	~Every week ⁴
90cm	~Every 4 days
140cm	~Once a day (370 times a year)

Table 2: Estimated future frequency of present day 1% AEP inundation level

In relation to river flooding, Maitai catchment HIRDSv4⁵ rainfall depths for a present day 1% AEP event are similar to a 3.3% AEP event (30yr ARI) in 2081 – 2100. HIRDSv4 data sets do not extend beyond 2100.

⁴ Sub-annual exceedance events will be clustered around spring high tide

To reiterate what this means: the frequency of the flooding to the 1% AEP extent is going to increase as sea level rises and when it is 0.5m which NCC has modelled on their coastal hazard maps, the hatched part is going to be flooded more than once a year.



Photograph of the online coastal hazard map showing 0.5m of SLR.

In addition: When we refer to the most recent IPCC report (AR6), the 20cm rise will occur 2050-2060 and the 40cm rise 2070-2090. Therefore in 50 years time this 1%AEP area is going to be flooded annually. It will also be to a greater depth.

Unfortunately this area includes the social housing, parts of CBD, and the area around the proposed library.

Spatial plan for CBD

We welcome the proposed changes to make the city people-centred and visually attractive with tree-lined streets providing shade and carbon sequestration. Many of these plans will result in reduction of GHG emissions, increased livability and social cohesion. We also commend the council with the proactive work and engagement it has done so far to develop this plan.

To truly be an intergenerational plan (as stated on p9), there needs to be a willingness and openness to face the challenges of mitigating and adapting to climate change. The council is making progress, such as in this plan which will help in mitigation. In such an important plan, which will have a long lasting impact on the city and region, it is very disappointing and alarming that there is very little visible discussion, analysis and planning of how we are going to adapt to climate change. How is this plan going to help or hamper us in adapting to climate change?

We are surprised that there is no inclusion of plans for bus transport in this plan. Increasing bus usage is a key part of reducing emissions and we know the Council along with Tasman District Council and Waka Kotahi have significant plans underway. This planning needs to be integrated into how a bus terminal and bus stops will be linked to the laneways and key pedestrian and cycle routes. This is important in reducing car parks and supporting people to linger more in the city.

We request that plans for a new and improved bus terminal are included.

We are concerned that some of the plans do not seem to take into consideration the increasing risks from climate change. Without an adaptation plan, adapting in the future will be harder with fewer options.

To list our main concerns:

- (a) The proposed area includes the flood prone area affected by York catchment and Saltwater creek, which will limit access to the area from the west, and the long term use of this land.
- (b) The flood prone areas surrounding the higher part of the CBD. These areas, without extensive and expensive protections and raising ground levels will become the new coast line in the future, and exposed to storm surge. This doesn't appear to have been considered.
- (c) The limit on carbon emissions as the progressive reduction required by the ZCA to net zero by 2050, and permanently. (Concrete, steel, construction, C&D waste to landfill)
- (d) What is going to happen to the remainder of Nelson city - residential, infrastructure, main roads, port etc. The ratepayers (and taxpayers) need to prioritise where rationed and declining carbon emissions and rates are spent for a long term solution, and this discussion and engagement hasn't happened yet. NCC doesn't yet have a Climate Action Plan formulated under DAPP.
- (e) We are concerned that the lack of discussion and consideration of adapting to climate change is not enabling an informed and fair consultation. For example illustrations like the one of the River Precinct (p62), gives the impression of a close and visual link to the Maitai River. It is our understanding however, that flooding protections will be needed to lower the risk of flooding to the precinct and adjacent areas. This is the type of detail and information that is needed for the public to make informed choices.
- (f) Where is the analysis however, on how the plans will increase or reduce flooding risk which is increasing from climate change? Significant areas of the CBD are already at risk of flooding now.

On page 81 the Spatial Plan states "Where we begin this journey is essential to success". We agree and that beginning must include how we are going to adapt to climate change and specifically how we are going to minimise risk and costs to future generations. We are not calling for a complete halt to all planning until an adaptation plan is completed.

We request

- the council continue to develop the plan
- at the same time begin now, with urgency on adaptive planning.
- From now, the council should go through all the elements of this plan and with information the council has (e.g. flooding and coastal hazard maps), flag all at-risk parts, particularly the medium to high cost projects.
- Any flagged projects/plans need specific adaptation consideration and are likely to be best delayed until an adaptation plan is in place. Or consider moving the development to a lower risk area -the River Precinct and Library for example.
- In areas of high risk, prioritise low cost, low carbon and relocatable developments.

This will allow the council to continue with the important aims of the plan and also give us time to develop an adaptation plan.

Social Housing

We support the council in proactively enabling social housing and intensification of residential occupation in the CBD. There are however significant issues with the proposed site and when we look through a climate lens we have concerns.

These two parcels of council land are in the flood prone areas referred to in the section above, and while it is possible, under current rules to just raise the floors and not have residential occupation on the ground floor, that is a short term solution. We want all people in this accommodation to have safe and secure homes and not have to deal with the increasing frequency of flood waters surrounding them. We need to consider the volunteers and NGOs administering the wrap-around services provided to some of these residents, and not add the burden of dealing with floods and areas of slow-to -drain, low-lying water around the buildings. Salt water corrodes metal and concrete, kills vegetation, and freshwater will contain silt, mud, debris and sewage. It is not fair to locate social housing where we know this is going to happen at an increased frequency over the decades.

It is possible that the Central Government will consider this area too risky for insurance and fiscal investment.

We request that other parcels of council land which are not flood prone are urgently considered as being suitable to offer to Kainga ora.

Note that for this section of the NelsonPlan we have focussed on the Objective and Policies, because if you accept our recommendations, you will make the required changes to the Rules.

NelsonPlan

Part 3 Domains and Topics

Topics

HAZ - Hazards and risks

NH Natural Hazards

We are concerned about the definition of terms, relative risks and lack of baselines and timeframes for the flood hazards policies. The way risk has been framed needs more careful thought as risks are changing from climate change. The term “Significant” is used throughout, such as “does not increase significant risk of”. In assessing potential risks of developments, there needs to be clear baselines of acceptable risk AND very importantly assessments of the changing risks throughout the development's potential lifetime. To do this all parties need detailed information of the changing risks now and at a number of intervals into the future.

There also needs to be clearer information and guidelines on compounding risks as a result of climate change. This includes an assessment of the ability of the council and development owners to maintain and insure from flooding events.

Policies to manage hazards and risk will require risk communication with the public to explain how climate change will affect both the frequency and intensity of flood events. The term used by coastal scientists 1% AEP is misleading as it refers to the *current* one in a hundred year flood extent, and yet it is predicted that by the time the sea level has risen 40cm the frequency will be about once a year. This information, the implications and education around this topic should be included in a policy.

NH-O1

...do not increase significant risks from natural hazards.

The objective understates the significant increasing risk climate change brings to existing and planned developments. This objective would be satisfactory if we didn't know that the risks are going to escalate and we question at what baseline will the “not increasing the significant risk” be from. Our approach needs to change under this increasing risk, where we minimise where possible, and are adaptable.

Instead we suggest “managing the use and development to minimise and avoid the foreseeable risk”.

NH-P1

It is not only the extent of flooding, but also the frequency and intensity which should be included when using the current day 1% AEP to plan for the future. Ideally this should

include the calculations from the latest IPCC reports eg AR6 which will be available before the national guidance is produced.

NH-P2

4 and 5. This should include consideration of the lifetime of the proposed building or structure. Which means the potential risk over the lifetime of the development must be considered, as risks from flooding and SLR are significantly higher in 50 years time.

Relocatable buildings should be mandated unless there are very strong reasons in particular circumstances.

An additional policy point should be the requirement to minimise the use of impervious surfaces, which increase runoff and hence the flooding risk.

7. Particularly Underground Storage Tanks should not be placed in liquefaction areas or flood prone land. Hazardous substances should be permitted in this area only if it can be demonstrated that the company cannot build outside this zone. Then, above ground hazardous substances should be bunded and secured well above the predicted flood level.

10. As well as enhancing the function of the flood plain, encouragement should be given to protecting and increasing biodiversity.

NH-P4

Does this policy override **P2.4&5** and our recommendation to make the buildings relocatable?

Is the risk and hazard to in-ground council infrastructure placed in the Flood hazard zone best dealt with here, or elsewhere in the NelsonPlan?

NH-P5

2. How can hard defence not do those things, because the very nature and purpose of it is to deflect the water elsewhere, and sideways as well if you raise a road surface?

3. A time frame needs to be included, ie maintained for how long?

4. What does “cumulative adverse effect” mean? Does it mean add to other adverse effects, or that it has more than one adverse effect? This is impossible as in a flood a structure will always change the natural morphological form and flow.

5. This needs a time frame with increasing SLR and flooding in mind. What will significant be defined as, and how can other effects be mitigated?

NH-P9 North Nelson

1.Needs a time frame for this proposed use of flood prone land. Is this only 50 yrs as per Building Act, or does it have an infrastructure time frame of realistically 100 years? Note the Boulderbank could be over-topped once SLR exceeds 0.5m, which could happen this century.

NH- P11

We understand that the RMA is “enabling” legislation, nevertheless with escalating risks subdivision, use and development in the High Flood hazard zones should be prohibited.

We question how can 3., ie “Be resilient to the effects of climate change” be possible in the “foreseeable future” as per LGA sec 14?.

The future is unknown and the applicant won’t be able to prove they meet this requirement and council staff shouldn't have to assess the proposal, and bear the responsibility (and cost) of getting it wrong.

We do wish to be heard, if that is included in this submission process.

Contact for Zero Carbon Nelson Tasman for this submission:

Jenny Easton

Footnote 1:Compounding effects of sea level rise and fluvial flooding. Hamed R. Moftakhari, PNAS September 12, 2017 114 (37) 9785-9790; first published August 28, 2017;)

ID # 10417



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10417
Name	Tony Haddon
Organisation	Save the Maitai
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

We strongly support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development.

Why do you support this vision?

We strongly support the objectives to encourage residential living in the city centre catering for a range of price points and housing types; along with the supporting statements:

Great city centres support a range of activities at all hours for all age groups

Leveraging a range of benefits from increased residents in the city centre

Supporting our sustainable transport and carbon reduction.

Is there anything else that you would like to add?As a campaign formed to oppose an inappropriate green-fields development in the Maitai Valley, we are strongly in support of residential development in the central city. This brings numerous environmental benefits, including reduced car use and the requirement for additional infrastructure - roading, stormwater, sewerage etc. It offers sustainable opportunities for repurposing under-used commercial buildings for residential use, as has been done to such great effect in many of the world's cities. It also offers an alternative to solving the housing crisis, making it possible to preserve green space recreational amenities such as the Maitai Valley, with all the benefits that access to nature brings. We note that the Maitai River is a unique feature in Nelson city, and features as the outlook for library users at the new Riverside Precinct. For the river to remain an asset, rather than a sediment laden creek, its protection upriver is essential. We commend the Nelson City Council for the initiatives of the City Centre Spatial Plan.

Tony Haddon

Save the Maitai Inc

savethemaitai@gmail.com

Nelson

Campaign to Save the Maitai

e. savethemaitai@gmail.com

w. savethemaitai.nz

Please hashtag your social posts with #savethemaitai

ID # 10416



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10416
Name	Nola Smart
Organisation	Fire & Emergency New Zealand (FENZ)
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached

Te Ara ō Whakatū

Submission on Nelson's City Centre Spatial Plan

To: Nelson City Council

Submission on: Te Ara ō Whakatū: Nelson's City Centre Spatial Plan

Name of Submitter: Fire and Emergency New Zealand

This is a submission on Nelson's City Centre Spatial Plan that is currently open for public feedback.

The specific provisions of the plan that Fire and Emergency's submission relates to is:

- The provision for timely and adequate emergency access in proposed street upgrade areas

Fire and Emergency's submission is as follows.

Fire and Emergency New Zealand (Fire and Emergency) has a responsibility under the Fire and Emergency New Zealand Act 2017 (FENZ Act) to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in spatial plans and street upgrades to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

In order for Fire and Emergency to achieve their principle objective which includes reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property land, and the environment, Fire and Emergency requires adequate water supply be available for firefighting activities; and adequate access to developments to ensure that Fire and Emergency can respond to emergencies. In addition to fire safety and response, Fire and Emergency's functions under the FENZ Act include involvement with transport accidents, medical emergencies and hazardous substances incidents.

In reprioritising street space for pedestrians in Nelson's city centre, care must be undertaken to prevent negative impacts on Fire and Emergency's ability to respond to emergency events. In some cases, the stopping or narrowing of roads as part of traffic-slowing programmes may inadvertently close or significantly slow down a route commonly used by Fire and Emergency to get to an area quickly. On the other hand, reductions in car traffic volumes and on-street parking can improve response times due to fire appliances not getting stuck in congestion.

Increases in street furniture, trees, sculptures etc. could also make it difficult for appliances to get close to shop and housing frontages and consequently fire hydrants in the streets. In the case of larger buildings, the street frontage is often where the fire alarm control panel is located.

These considerations mean that the reallocation of street space to pedestrians, removal of parking, and placement of street furniture needs to be carefully designed to provide positive space outcomes and cater for Fire and Emergency needs.

With the Spatial Plan calling for increased residential living in the city, the fire risk profile increases due to heightened risk to life. This further reinforces the importance of unimpeded emergency access to inner city buildings.

Fire and Emergency was not involved in the targeted engagement on the development of the Draft Spatial Plan. As designs progress Fire and Emergency seeks confirmation that their concerns will be addressed via ongoing engagement.

Fire and Emergency supports the proposed increase in vegetation planting however recommends using low flammability plant species to reduce the potential spread of fires. A detailed list of suitable species can be found on Fire and Emergency's website.

Fire and Emergency seek the following action from Nelson City Council:

- Fire and Emergency is engaged in any further consultation on the Spatial Plan and is involved in the design of street upgrades
- Fire and Emergency access is maintained through the city centre
- Fire and Emergency is considered a party for targeted engagement on such topics in the future

Fire and Emergency welcomes any questions on this submission and looks forward to working with Nelson City Council to provide for the safety of the growing city centre community.



Nola Smart
Planner, Beca Ltd.
on behalf of
Fire and Emergency New Zealand

Date: 23.09.21

Email:

Telephone:

ID # 10415



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10415
Name	Thomas Ratcliffe
Organisation	self
Position	
Suburb / City	Britannia Heights
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

"It is not that I don't support it, but I think what we have here is a bit over the top !

The artists impressions shown are really devious or deceptive--- the streets have been shown at about 2 times their real width- all the buildings have been shown ""white"" and bright and little traffic (look at upper Trafalgar street for a real impression)----central city will never ever look anything like this ---no verandahs

If 1000 trees are to be planted, this would get rid of hundreds of car parks. Car parking is necessary to get residents into the city--- cities need people and people need cars to get there to ""shop"" imagine going to town to get groceries on a bus or a bike-- GET REAL (I would have to walk 1.5 Km to catch a bus, then walk probably .5 km to get to a supermarket and then carry the groceries back again. be worse on a bike)

attracting (2000)people to live in the central city will only require more carparking

Building the proposed accommodation (by govt) again will require more carparks

I didn't find any reference to the rise in sea level or the 100 year floods

Where are the funds coming from?? perhaps scrap the new library would be money better spent

I support the move for govt to build accommodation, but not to sell good retail land for the purpose---Build over the existing council carparks"

Why did you select this option?

Is there anything else that you would like to add?

ID # 10414



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10414
Name	Renu Talwar
Organisation	Individual Clinician
Position	Psychologist
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

It is a positive vision.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

We do not want high rise buildings in our beautiful Nelson

Nelson.

ID # 10410



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10410
Name	Scott Stocker
Organisation	
Position	
Suburb / City	Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Please see attached

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Submission on the pathway of Nelson

I strongly support the proposals in this draft plan. This paints an exciting, vibrant and much more sustainable future for Nelson.

I strongly support the use of rain gardens and other methods for naturally and slowly dealing with stormwater.

I strongly support the planting of more trees in Nelson, particularly to counter the effects of increased temperatures and urban heat. However, we need to think carefully about where we plant evergreen trees. If these are planted outside apartments then the people living in the apartments will not get the benefit of winter sunshine coming into their homes. I also think even for people walking the streets, it is good to have sun and warmth at street level in the winter time. Therefore I think priority should be given to planting deciduous trees in these sorts of areas. While it is good to promote biodiversity a much more powerful way to do this is to look at the forests and the bush immediately surrounding Nelson. In particular we should be planting the Grampians in the kind of vegetation that existed in the past, i.e. indigenous vegetation and getting rid of the exotics.

I strongly support the ideas of creating streets for people and not cars. I support the proposal that cars give way to pedestrians at crossing points. At the moment it is unclear who gives way to who and this needs to be clarified.

I strongly support the Bridge Street linear park. It looks excellent. In general, I strongly support the efforts to increase the numbers of people living in the centre of Nelson. This is positive for so many reasons.

While I support the plan for Trafalgar Street I would suggest that the middle block of Trafalgar Street between Hardy and Bridge Street could become fully pedestrianised. Otherwise, out of all these proposals we only have one block of fully pedestrianised city. However, if Church Street is fully pedestrianised this might compensate for that. This is something that is long overdue. Perhaps that block of Trafalgar Street could only be for delivery vehicles.

One thing I am very concerned about is the use of astroturf/artificial grass. We should not be using this product at all. I am sure that this product degrades slowly over time, disintegrates and ends up in our stormwater and out at sea. This is an environmental catastrophe. The council have to look seriously at other options and in fact pull up and dispose of any of this product that has been used in the city so far.

I strongly support the proposals to make the city more friendly for children and young people, especially if we are going to have a larger number of people living in the central city.

I see that that plan involves an approximately 10% decrease in parking spaces. I fully support this, in fact I think it should be more. Alongside much better public transport and cycle facilities we must be discouraging people from driving to town and parking. So we have to look at fewer carparks and more expensive parking. With the exception of people with disabilities. Therefore, I have serious doubts about the proposal to build a parking building. Obviously this is an extremely difficult issue to deal with and may be politically unpopular. However, the evidence from overseas is that cities that decrease the number of carparks over time and increase the amount of space for living and pedestrians are the most successful, livable cities. This will take some courage, but we need to decrease the number of carparks over time.

Thank you for the opportunity to submit.

Scott Stocker

ID # 10409



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10409
Name	Alison Birtwistle
Organisation	
Position	resident
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"This plan is exactly what this city is needing.

It finally walks-the-talk on the Smart City tagline. More greenery, less car-centric, calmer and more people-focused. A real chance to make Nelson different from most other towns and really stand out.

There is currently way too much emphasis on cars in the CBD, with pedestrians forced onto narrow paths, running the gauntlet at ambiguous road crossings, and putting up with antisocial driver behavior.

The fantastic parks feel like they are shunted away and disconnected on the town margins, and it would be great to incorporate them more into the city, so the linear park proposal is awesome.

A few cafes and eateries have outdoor seating, but it currently feels like one is sitting in a temporarily occupied parking space.

The Cathedral steps need to be more connected to the top of Trafalgar Street - at a minimum severe ramp-angled raised tables must be included in the plan to slow traffic to a crawl and deter use of this route.

The businesses in the CBD will likely protest loudly about the removal of parking, but now that the meters have been changed, the parking squares have plenty of empty spaces.

The fact that a lot of people (council employees notably) park their single-occupant cars all day for free at Rutherford Park/Trafalgar Centre is completely counter to the goals of reducing congestion in the peak periods. Bring on more control of free all-day parking on residential roads near the CBD too.

Come on council, make this proposal a reality..."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10407



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10407
Name	Megan Dayman
Organisation	
Position	
Suburb / City	Atawhai
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"It is very needed. Nelson has so much to offer in activities, landscape, nature and amazing food / hospitality, but the city center lets it down.

Too many new sprawling developments, spreading people further away from the center and being more car (and parking) dependent. I really like the look of this plan"

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

It can't happen soon enough, and I feel development in the main centre (especially housing) should be priority over the library.

The library looks great, but we need to tackle these other basics first

ID # 10406



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10406
Name	Nicholas Hall
Organisation	
Position	
Suburb / City	Wakatu
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"I support this vision because it is important to have one.

Appropriate to have the longer-term vision, but for us living here today, it seems a long way off though. While I can see the decade by decade staging on p.80 of the document, there needs to be a sense that we can all kick into it more quickly. Surely some of the initiatives can commence within the first 5 years? It would be nice to see some things happen (like greening Bridge st) in a much shorter time frame. Also the laneways idea is great. I think we all need some visible evidence of this pretty quickly to believe that the spatial plan is really something more than rendered images and design jargon."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

There are two aspects that I would like to comment on in particular: 1) 'The city of the cycle'; and 2) Nelson's 'heritage heart'.

1) I am perhaps dissatisfied that the plan doesn't have an even stronger emphasis and aspiration for the cycling image of Nelson. Why can't we really kick in to make this the best bike-friendly city in Aotearoa? Our scale suits it and the inner city lends itself so well to getting around by bike. We are known as one of the best mountain-biking cities in Aotearoa and there has been such a dramatic change in the types of bikes (both extended kid carrying variety and ebikes) and a much wider demographic using them as transport that we really should have more priority to dedicated lanes and the visibility of these in the urban space.

2) The Queens Gardens, the Suter, Albion Square and the adjoining wooden buildings of NMIT should collectively be treated as the 'heritage heart of Nelson' and defined more clearly as a heritage precinct. The pond that now lies within Queens Gardens was an important food gathering place for Iwi before the town of Nelson existed. The adjoining block (now in Albion Square) was one of the Maori 10th blocks. This area contains some of the oldest buildings in Nelson and a whole range of interesting features through Nelson's history to the present day (and the story of the Nelson 10ths is not finished yet). A plan to invigorate this area, re-use some of the under-utilised buildings in this precinct to attract working artists or creating a meeting place for schools to learn about the local history of Nelson linked to the National Histories curriculum. Of course encouraging Iwi artists and Iwi telling their stories close to a place of significance to them could dramatically change the way we understand our city, right in the heart of the city. The idea of linking the laneways and using this to lead people to Albion Square and Queens Gardens I strongly support. It is important that the spatial plan makes specific reference to the Taonga Tuku Iho (heritage) strategy currently being finalised as well.

ID # 10404



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10404
Name	Debs Martin
Organisation	
Position	
Suburb / City	Todds Valley
Postcode	7071

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"I think this is a great focus to help revitalise and bring heart and life into the city.

There's some really great ideas in here - people living in the inner city in various types of residential arrangements, greening the streets, creating pathways and opportunities to enjoy being in town ... places to have my lunch when I'm at work, or meet up with friends - and all away from the hassle of vehicles dominating the public space. Creating more places for public transport and cycling opportunities will be important if we are trying to get people out of their cars."

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

It has to be resilient to climate change, reduce our carbon footprint, and protect our biodiversity - linking well from the hills to the sea.

ID # 10403



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10403
Name	Michael North
Organisation	
Position	
Suburb / City	Nelson
Postcode	7071

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"City centres with less noise and pollution from combustion engine vehicles is critical to making such areas pleasant, nay human! Applaud having greener streets, bringing more natural aspects (leafiness, birdlife) into the concrete/tarmac jungle, to soften it.

All the other initiatives look good to me.

Businesses opposing restrictions on vehicle access and parking are stuck in old school thinking that shoppers need to drive right up close. A pleasanter city centre draws more people into town."

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10400



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10400
Name	Sharon Brinsdon
Organisation	Individual
Position	Central city business and commercial property owner Resident of the Glen
Suburb / City	Nelson
Postcode	7071

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Increasing the residential density of central Nelson has strong environmental and financial benefits.

The amenity value of the proposed changes will also greatly enhance the experience of visitors and residents alike. Trees are a relatively inexpensive and ecologically beneficial way of beautifying and adding natural life to streetscapes. The plan promotes active transport options over cars although I hope disabled people and frail elderly have been remembered. I approve of the emphasis on stormwater design because there appear to be a lot of hard surfaces and presumably lots of leaves which may not work with existing systems. This may need to cope with inundation in the future. The plan talks about ""releasing back into our healthy waterways"". I would argue that not all our waterways are healthy."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

This is a 30 year plan so I hope it has taken into account the more extreme effects of climate change eg structures being inundated.

Kay Saville Smith Director of the Centre for research evaluation and social assessment quoted by Judene Edgar has also put out a study on the enormous potential of ADUs (Additional dwelling units) These are alterations and divisions of existing houses and buildings to create additional dwellings. Council regulations should support these conversions to realign building stock with need at more affordable price points in central Nelson. We can't afford to lose these opportunities.

Housing is an urgent need. However it is important to anticipate what future needs may be and retain sufficient "surplus property" for those eg destination playground. In seeing ourselves I would prioritise iwi and te Aranga principles over local art and artists, because it reflects our partnership and has been featured less prominently to date. The prow sculpture is a fantastic beautiful combination of both. Art is a nice to have but it is not as important to me as restoring the poor water quality of the Maitai/Mahitahi.

ID # 10399



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10399
Name	Liat Veysey
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Nelson is a beautiful place. It has SO much potential.

I grew up in Los Angeles, been coming to visit my family forever and now 5year resident of Nelson. I say bring on change, bring on growth and bring on excitement. We need it! And I'd be happy to share my experience working with the City of Beverly Hills to bring ideas."

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

More street markets, night markets and events would be great

ID # 10397



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10397
Name	Penelope Turnbull
Organisation	
Position	
Suburb / City	Marybank, Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

People focused, culture, green spaces, enhancing laneways and increasing housing. Green spaces and enhancing laneways are great ways to help make the city centre cohesive and expand the area considered 'desirable'.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Provision for sports.

One of the major barriers to participation in sport is accessibility. Nelson needs to have sporting facilities for all ages, not just play areas for young children. If all sport happens in Richmond, more and more Nelson residents, youth especially will opt out of sport, especially with the ongoing traffic issues. Nelson city could be where EVERYTHING can happen: living, working, eating, socialising, exploring, green spaces, learning, arts - your plan misses the importance of providing sporting facilities. Look to build a multi-purpose, multi-club complex that can be shared and used by a range of sporting codes. This will help strengthen communities, encourage inclusion, understanding as well as enhance the health, fitness and well being of Nelson residents.

By ignoring the needs of sporting facilities you are missing a huge chunk.

ID # 10395



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10395
Name	Karina Mascarenhas
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

This plan is a well considered positive way forward for Nelson!

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10394



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10394
Name	Sharon
Organisation	Nelson Tailors Menswear
Position	Owner
Suburb / City	Nelson
Postcode	7020

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

"I do not support this plan presented as it has no parking plan attached, which being in many a meeting we as business people in the CBD have asked for. It inspires no confidence moving forward in the NCC that you will do anything that will benefit existing business.

We have been told that People in Streets will benefit our businesses and with the proposed social housing project it is clear that this is not the case."

Why did you select this option?

Is there anything else that you would like to add?

ID # 10393



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10393
Name	Rachael Large
Organisation	Nelson Youth Council
Position	Community Partnership Adviser - Co-ordinator
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?



20 September 2021

To whom it may concern,

TE ARA Ō WHAKATŪ

CITY CENTRE SPATIAL PLAN

Te Kaunihera Rangatahi o Whakatū would like to commend Nelson City Council for its open communication regarding the City Centre Spatial Plan and the continued support to allow us to provide an effective and diverse voice for the rangatahi of Whakatū

We have chosen to focus on the following sub-sections of the plan:

Raising Residents/ Kāinga Ora

Nelson Youth Council supports the implementation of the Kāinga Ora social and affordable housing development. We recognise that the price of housing is increasing rapidly and we are aware that the ability for us as youth to purchase our first home in the near future is unrealistic. The need for affordable housing in Nelsons CBD is important to youth and many youth/young adults are now choosing to remain in Nelson for study/tertiary education purposes with the increase of online and distance learning. We urge Council to ensure that this development is affordable and accessible to those that need it and that the majority of the residential living for the 2,000 people is of a low price point. We also recommend for Council to strongly consider high-density living as a housing type, such as apartment-style buildings, to encourage the use of active transport and conserve space in our growing CBD. We would love to see this housing being sustainably built and designed with full consideration of the environmental impacts the development will have. Nelson Youth Council also wholeheartedly supports the expansion of these social housing units throughout the rest of our city centre.

Seeing ourselves

We support the application of Te Aranga Core Values and urge council to uplift and celebrate tangata whenua, Māori Culture and the various other cultures and ethnicities in Nelson. We would like to see a strong focus on the history of whenua interwoven throughout the CBD, because from youth perspective there is a lack of education around Nelsons history and Māori sovereignty and autonomy. We would like to see an increase of local, in particular, youth, Māori and marginalised communities, artwork and stories around our CBD. We urge council to work closely throughout the process with local iwi, Nelson youth, and multicultural groups to implement their ideas into this section of the plan.

People at Play

Nelson Youth Council really encourages the 'provision of play' in our CBD, because we feel there is a significant lack of youth-focused and vibrant spaces. The implementation of the pop-up park has been highly commended among youth and children and we would like to see this (or a version of it) remain permanently. A diverse range of 'play' spaces is important, to cater for a range of interests and age groups. From surveying a wide range of youth, non-commercial spaces containing facilities such as hammocks/'chill areas', drinking fountains, basketball courts and performance spaces would be appreciated.

We want comment on taking steps to combat the environmental crisis across Te Ara ō Whakatū:

We recognise climate change as being a pressing and important issue, and we urge Council to have an environmental focus and put the impact of climate change at the forefront of decision making. We would love to see the vision of a 'greener' city centre become a reality. We support the urban greening and the enforcement of more low-level gardens and trees, with a recommended focus on native vegetation rather than exotic that will benefit Aotearoa's natural biodiversity. We would also like to see more accessible sites or bins for compost and recycling, such as the "modular recycling" style bins in Tāmaki Makaurau. We see this plan as an amazing opportunity to take steps towards increasing our urban biodiversity. We would like to see consideration and implementation of measures and infrastructure that would not only increase the biodiversity in our city, but would bring nature and vibrancy in to the heart. This could look like natural and sustainable parks, green walls and roofs on new developments (including the Kāinga Ora housing) and community gardens. Whakatū is an ideal city to be taking these steps and innovations as we are surrounded by areas of conservation (such as the Brook Sanctuary and the Maitai Valley) that already have a halo effect in the city. We encourage the Council to look at the efforts and innovations of other places around the world, such as Paris and Canada, and we urge the Council to take action while we have such a unique opportunity.

As a collective, we are really supportive of the considerations gone into the Te Ara o Whakatū draft plan. Nelson Youth Council believes that with a CBD that is people-focused and reflects the values of our city and Te Aranga, it will consequently increase the economic growth of the businesses in the CBD, which is really important after the hardships small businesses have faced in recent time.

Yours sincerely

Astrid Sayer
Rosie Armstrong
Theo Wheatley
Britney Addison-Robinson
Sylvie Lloyd
Grier Rollinson
Darcy Lawrey
James Ivamy
Resika Sapkota
Will Irvine

Isla Kennard
Malika Rai
Emily Meissner
Jaanvi Harrison
Ruth Buckland
Shenal Herath
Holly Culverwell
Charle Rainey
Maggie Goomes
Taea Staples

Ngā Kaikaunihera Rangatahi o Whakatū

ID # 10392



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10392
Name	Carrie Mozena
Organisation	Nelson Tasman Housing Trust
Position	Director
Suburb / City	Nelson
Postcode	7040

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Nelson Tasman Housing Trust (NTHT) congratulates Council on efforts to plan ahead for a vibrant and successful City Centre.

NTHT supports the overall vision for the city, particularly the desire to keep the city 'vital' day and night which includes providing a safer environment for people living in the city and those using its community facilities. NTHT agrees that the proposed promotion of strong community connections is important to the physical and mental health of residents.

We know Nelson's population is growing, and we support the proposals to enable more people to live in or near the city centre, and for housing intensification in this zone. NTHT notes that this planned intensification includes provision for affordable housing, and strongly supports this aim (see our further comments below).

Because our climate is changing, we hope that Council is planning for management of the consequences of projected future sea level rise on Nelson streets and buildings, especially in combination with storm surges and river flooding events."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

- NTHT agrees that additional city centre housing for about 2,000 people should comprise a mix of price points and housing types (affordable rental, public housing, market rental, home ownership) to create a balanced community. The inclusion of housing suitable for affordable rental is especially important because there is currently huge unsatisfied demand and a likelihood that this demand will continue. The Taking Stock report on the demand for social housing in New Zealand (Salvation Army Policy & Parliamentary Unit, 2017) identified in particular a 42% growth in demand over a 13 year period for rental housing for older people who don't own their homes and rely (or will soon rely) almost entirely on New Zealand Superannuation for their income. More intensive inner city living close to community facilities and public transport is well suited to the needs of this cohort. The need for affordable homes for older people has continued to increase in Nelson since 2017, especially since Council sold its community housing to Kainga Ora. NTHT data shows that at least 500 households in Nelson and Richmond need affordable rentals. The majority are 1-2 person households.
- NTHT supports NCC intentions to use its surplus property to leverage the additional housing supply. NTHT would be interested in making use of this property to supply additional affordable rental housing.
- NTHT supports NCC intentions to partner with central government through Kainga Ora to increase the supply of affordable housing in the city centre. But the success of any new housing developments will depend on how they are implemented and managed long-term. In addition, NTHT submits that this partnership with central government be expanded to include Registered Community Housing Providers including NTHT, who have access to funding from central and local government, and from philanthropic donors, to build and run new affordable rentals and public housing.
- NTHT supports the Council's proposed economic incentives (waiver of development contributions, discount of regulatory fees) to enable additional city centre housing. This is particularly important to enable provision of financially viable affordable rental housing.

- NTHT submits that provision of permanent parking for residents of central city housing needs to be planned for somehow. Occupants of affordable housing include those who work on city fringes and in rural settings, where there is no convenient public transport access; they need a vehicle to get to and from work.

ID # 10389



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10389
Name	Lys Bradley
Organisation	
Position	
Suburb / City	Nelson Central
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Anything that takes vehicles out of the city centre, introduces more trees, provides more affordable housing within the city and creates interesting places where people of all ages can safely connect will make Nelson a better place to live and a more interesting and attractive city to visit.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Please don't take 30 years to realise this vision.

Too many worthwhile and discrete initiatives in the past have fallen by the wayside. A strong vision and a connected plan make such good sense. It is imperative that housing is affordable. I was bitterly disappointed when the development of Betts car park under an SHA turned into luxury apartments that were out of most people's reach.

ID # 10388



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10388
Name	Kylie Gaudin
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Nelson city centre is non-descript, the genuine over compensation of car parks is total overkill and does not contribute to foot traffic and a vibing, thriving cityscape

The lack of greenery and parks within the centre is disheartening. It seems like Nelson is a town stuck in the 80's and could do more to be a visionary place for our future generations. Nelson often promotes itself as a cultural centre of the top of the South but the city planning does little to support that concept."

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Create more people friendly zones and businesses will thrive

ID # 10386



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10386
Name	Tony Thomas
Organisation	Tasman regional Sports Trust
Position	General Manger - Spaces & Places
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Sport Tasman's submission to Te Ara ō Whakatū, Nelson Cities Spatial Plan

Sport Tasman supports and endorses the Te Ara ō Whakatū vision of transforming the city centre of Nelson into great place for people.

The eight actions outlined give people priority on our central streets, focus on our cultural identity, increase urban green space and opportunities for play. Putting people at the heart of the plan and specifically focusing on play throughout the plan will create a play-friendly environment in the centre of the city that delivers on the vision.

Sport Tasman is working with Sport NZ and local partners to create an environment that supports children and adults to have the time, place, and permission to play in Te Tau Ihu. Play is a fundamental right and is enshrined in the United Nations Convention on the Rights of the Child. This means that every child has a right "to engage in play and recreational activities" (United Nations Convention on the Rights of the Child, Article 31). A common definition of play is that it is freely chosen, personally directed, intrinsically motivated behaviour that actively engages the child. The key implication is that children choose what they do, how they do it, and why they do it.

Children need time, space and permission to play. However, studies show that many tamariki/rangatahi aren't having the same playful upbringing enjoyed by previous generations. Levels of play are declining across Aotearoa for a range of reasons including fear about safety, cultural values, lack of knowledge, less access to play space and an increase in sedentary activities.

Because play is a vital part of physical and cognitive development we need to encourage more play more often in everyday life. Play builds the skills, competencies and attitudes children need to be active for life, including fundamental movement skills, social and emotional connections, resilience, independence and leadership.

To create a play-friendly environment it is necessary that:

- play is widely understood to be a crucial part of physical, cognitive, social/emotional and spiritual development for young people
- adults understand their role in enabling play,
- everyone shares responsibility for supporting play,
- people have access to varied playful experiences within their local environments, including risk-taking, challenge, and opportunities to be active.

Council's wide range of functions impact play, from transport, to facilities and parks, to planning and environmental protection. It is important for Council to integrate consideration about play in everything it does.

It is very positive to see play woven throughout Te Ara ō Whakatū and the inclusion of play into the plan. We note the inclusion of the current measurement of children at play in the city being .05%. Whilst this is concerningly low we applaud the inclusion of this figure in the document as a baseline to report against in the future.

"Kids are an indicator species, if a city works for an 8 year old it will work for everyone."

– Gil Peñalosa, former Head of Parks, Bogota, Colombia

Te Ara ō Whakatū: Eight Actions

Comments on the Eight action areas outlined in Te Ara ō Whakatū and their impact on play.

“Seeing Ourselves” – Pg 20

We support this aspect; telling our stories and celebrating our cultural diversity is crucial for identity, social connection and mental health. The arts and cultural sector can encourage play, challenge and surprise in an appropriate way.

“Streets for People” – Pg24

Town centers should be good to walk and cycle to and through, they should feel safe, give permission to all ages to be there, and offer surprise and delight.

We support the prioritisation of pedestrians within the ring roads – this is crucial to enabling tamariki / rangatahi to have permission to play in the central city. This rebalancing needs to be in conjunction with activation of spaces and spaces that encourage people to stay, linger and enjoy the area. Good play-friendly space should include an element of surprise, discovery and quirkiness— something that shows that this is a space where anything is possible. Pathways can be made fun, giving a sense of exploration and discovery.

We recommend the Power of Ten concept – this is where at least ten things are required to create a play friendly space that delivers surprises and delights users. Some examples are steps/slopes and walls to climb or sit on, recycling bins with basketball hoops, adventure trails/treasure hunts using shop frontages, sculptures, murals, water fountains, water features, performance space/stage, exercise equipment, skateboard bowl, interesting seating, chalk boards, hop-scotch, 4-square, trees and gardens.

We support the creation of different zones of activity and the pedestrian to traffic mix on Trafalgar Street provided the priority within the ring roads remains on pedestrian/cycle amenity and safety, always giving the more vulnerable road user priority & right of way.

Bridge Street Linear Park – Pg 30

We support the linkage of ANZAC Park to Queens Gardens via a slow speed zone prioritising passive and active recreation, pedestrians and cyclists – this will create a perception of town as play-friendly space while creating a key link from the fringes to draw people into the city center. The planned increase in the number of trees will not only improve the amenity & create shade, but also provide potential climbing/play opportunities.

The Hardy Street/Eat Street – Pg 34

Wider footpaths and seating will encourage activity. Details on how the space will be event-friendly needs consideration.

We recommend including provision for play/active recreation events.

Raising Residents – Pg 38

We support central residential development as it provides several benefits, including to reduce reliance on motor vehicles and to protect and preserve Nelson’s green belt.

People are more likely to develop active transport habits if they live centrally. They are more likely to play in nature if it is nearby and accessible.

Conversely, parental safety concerns related to distance or fear of traffic are major inhibitors of physical activity amongst tamariki/rangatahi and result in less permission for them to use independent active-transport options such as walking, biking or scooting.

Great Places – Pg 46

We support the creation of flexible and varied spaces for different ages and uses to provide opportunities to socialise and play.

Greener Streets– Pg 52

We recommend selecting tree species that are not only nice to look at but are intended as places to be active and interactive. Trees could be nurtured so that they will be able to be climbed etc. Consideration of fall zones etc... needs to be included from the outset.

Linked up Laneways – Pg 56

We support the creation of links to enable a sense of exploration and discovery of different and unique zones.

Precinct Power – Pg 60

Exploration is a key play aspect in urban spaces. The ability for an 8 year old to navigate safely between precincts on foot, bicycle, scooter etc is a good indicator that the space will work for everyone. We recommend this as a useful guideline.

People at Play – Pg 64

The objectives Playful City, Inclusive City and Streets as Places are woven through the plan. We suggest shifting this section to the first action in the document.

The Delivery Programme for achieving Te Ara ō Whakatū – Pg 80

Sport Tasman looks forward to participating in the further development and implementation of the plan. We know and acknowledge the key role of space alongside time and permission to support and enable tamariki and rangatahi to play. The spatial plan highlights and incorporates play throughout. It is a very positive document and has the potential to provide valuable direction and guidance in the development of play-friendly spaces across Te Tau Ihu."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Sport Tasman's submission to Te Ara ō Whakatū, Nelson Cities spatial plan

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Children need time, space and permission to play. However, studies show that many tamariki/rangatahi aren't having the same playful upbringing enjoyed by previous generations. Levels of play are declining across Aotearoa for a range of reasons including fear about safety, cultural values, lack of knowledge, less access to play space and an increase in sedentary activities.

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We support this aspect; telling our stories and celebrating our cultural diversity is crucial for identity, social connection and mental health. The arts and cultural sector can encourage play, challenge and surprise in an appropriate way.

“Streets for People” – Pg24

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The Hardy Street/Eat Street – Pg 34

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We recommend including provision for play/active recreation events.

Raising Residents – Pg 38

We support central residential development as it provides several benefits, including to reduce reliance on motor vehicles and to protect and preserve Nelson's green belt. People are more likely to develop active transport habits if they live centrally. They are more likely to play in nature if it is nearby and accessible.

Conversely, parental safety concerns related to distance or fear of traffic are major inhibitors of physical activity amongst tamariki/rangatahi and result in less permission for them to use independent active-transport options such as walking, biking or scooting.

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Linked up Laneways – Pg 56

We support the creation of links to enable a sense of exploration and discovery of different and unique zones.

Precinct Power – Pg 60

Exploration is a key play aspect in urban spaces. The ability for an 8 year old to navigate safely between precincts on foot, bicycle, scooter etc is a good indicator that the space will work for everyone. We recommend this as a useful guideline.

People at Play – Pg 64

The objectives Playful City, Inclusive City and Streets as Places are woven through the plan. We suggest shifting this section to the first action in the document.

The Delivery Programme for achieving Te Ara ō Whakatū – Pg 80

Sport Tasman looks forward to participating in the further development and implementation of the plan. We know and acknowledge the key role of space alongside time and permission to support and enable tamariki and rangatahi to play. The spatial plan highlights and incorporates play throughout. It is a very positive document and has the potential to provide valuable direction and guidance in the development of play-friendly spaces across Te Tau Ihu.

ID # 10385



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10385
Name	Rachel Ward
Organisation	
Position	
Suburb / City	Beachville
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The vision and key actions in the strategy are great.

I support the objective to bring more people into the city centre. It would be great to see less cars in the CBD so the streets are safer, more environment/climate-friendly and to create space to bring more life into the centre."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Converting carparks

To discourage cars and encourage pedestrians and cyclists, we need to convert some (or all) of the carparks in the city centre into shops and public spaces. Carparks currently take up a huge amount of space. They are an inefficient (and ugly) use of valuable space and encourage people to drive (as driving is seen to be the easiest way to get into town).

If just one of these carparks (such as Montgomery Square) was converted into a public space (e.g. a park, playground or functions centre) or shops, this would bring more life and people into the city. Saturday is the busiest day for Nelson city, and we cope well without Montgomery carpark while the market is on, which suggests this carpark isn't needed.

Walking and cycling routes

Designing easy and safe walking and cycling routes into the CBD along the main routes is important for encouraging uptake of walking and cycling. We already have good routes into the city from the Maitai, the Railway Reserve and Atawhai, but we need better routes along Rocks Road and the Brook. Ideally these cycleways would be separated from the traffic, to encourage the less confident cyclists to use them.

On the greener streets objective, I strongly support planting more trees in the city centre. However, we could be more creative than this, and create green roofs and walls as well. The High Line in New York is a great example of a narrow corridor of space being turned into a public park. Plants in the city centre have so many benefits, including reducing flooding and improving resilience to climate impacts, enhancing biodiversity, improving the aesthetics of a place.

ID # 10383



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10383
Name	Jane Murray
Organisation	Nelson Marlborough Health
Position	Health in All Policies Advisor
Suburb / City	Nelson
Postcode	7040

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please refer to attached document

Nelson City Council

Te Ara ō Whakatū - the pathways of Nelson

24 September 2021

For more information please contact:
Jane Murray
NMDHB Public Health Service

Submitter details

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu o Te Waka a Maui. NMH appreciates the opportunity to comment from a public health perspective on the Te Ara ō Whakatū - the pathways of Nelson.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH, particularly in relation to the promotion of active transport, pedestrian safety and food resilience.

General Comments

4. NMH supports the Te Ara ō Whakatū - the pathways of Nelson initiatives that will increase safety, accessibility and walkability for Nelson. NMH supports the eight transformative actions that will bring together the Central City Core.

Seeing Ourselves:

5. NMH supports public art as a key components of the civic space. This helps foster public ownership and identity especially when local stories including iwi stories are interwoven. NMH supports further work to identify significant sites and cultural landmarks within the city centre.
6. NMH supports the introduction of low impact stormwater design through rain gardens and collection systems to treat stormwater.
7. NMH also supports city centre greening to enhance bio-diversity.
8. *Recommendation:* that edible plants are also included as part of the urban greening. This aligns to NCC's Climate Change Action Plan and helps builds food resilience for Nelson City.
9. NMH supports increasing access to natural resources in relation to mahinga kai and waterways but acknowledges that the additional work may be needed upstream to improve water quality so that it is suitable for mahinga kai.

Streets for People

10. NMH supports the creation of the central city core as a pedestrian priority area.

11. NMH strongly supports prioritising pedestrian activity. The benefits of this may be an increase in pedestrian traffic, reduction of traffic injuries, promotion of social interactions and noise reduction.¹
12. NMH supports greater diversity of groups within the city centre. Increasing the number of activities within the city at different times will increase the number of people who visit thereby giving the city more vitality and appeal which then makes it more attractive.
13. *Recommendation:* Consideration is given to improving pedestrian and cycling connections from the City Core to the retail area around Vanguard Street.
14. NMH encourages the Council to continue to invest in active transport infrastructure. There are numerous benefits in promoting active transport including economic activity stimulation, reduction of congestion and emissions, safety improvements, and better health outcomes². NMH commends the Council for increasing the number of secured cycle parking within the central city and support NCC to continue to grow its cycling infrastructure. Waka Kotahi (NZTA) stated in its "*Benefits of investing in cycling in New Zealand communities*" report that more cycling means reduced costs for Councils.³ The installation of more cycle parks that are highly visible, easily accessible and part of good quality infrastructure will encourage more people to cycle thus promoting a modal shift and improve physical health outcomes.
15. NMH supports the reduction of speed limits in the Central City where there are a high number of pedestrians. Speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash, particularly for pedestrians and cyclists. The Ministry of Transport's Safer Journey report⁴ shows that there is a 10% probability of death for pedestrians struck by cars travelling at 30km compared with 50% probability for pedestrians struck by cars travelling at 45km. Lower speed limits will create a safer environment for everybody.

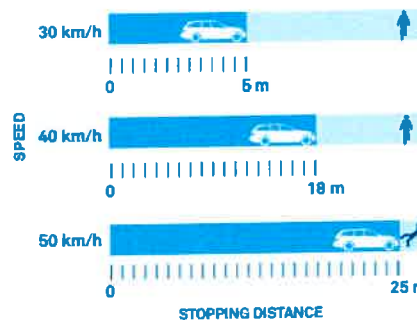
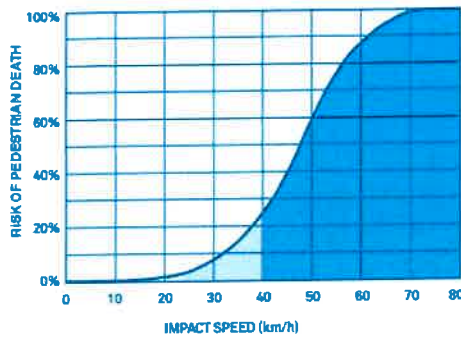
¹

https://www.researchgate.net/publication/303891478_Benefits_of_pedestrianization_and_warrants_to_pedestrianize_an_area

² Ministry of Transport (2008) Raising the Profile of Walking and Cycling in New Zealand. Retrieved from <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf> on 3 January 2018.

³ <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/benefits-of-investing-in-cycling/cyclelife-benefits-booklet.pdf>

⁴ <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 2



Global Street Design Guide

16. Collingwood Street contains many health providers. It is important that these premises are easily accessible by range of transport modes with good linkages to public transport, pedestrian walkways and ample cycling infrastructure.
17. NMH notes that consultation document does not discuss coastal inundation. Sea level rise will have an impact on the central city and the community needs to have discussions about the best way to manage and adapt to sea level rise.
Recommendation: Given this Plan looks at a 30 year vision for the City, consideration of the impacts of sea level rise must also be included.
18. *Recommendation:* that NCC adopts a smokefree CBD option as part of a Smokefree Outdoor Policy. This would support the Government's goal of becoming a smokefree nation by 2025 and align with the following NCC community outcomes: "We nurture our young people so Nelson is a safe and healthy place for everyone to grow up and live". It would also assist the Nelson population to become healthier when we all face the threat of COVID-19. This outcome and the provision of a healthy environment is particularly important given that a closure will encourage families, young people and children to gather and socialise in the area.

Raising Residents

19. NMH supports increasing the number of residents living in the city. The sustainable use of land and infrastructure, compact walkable neighbourhoods promoting incidental exercise and improved social interactions, and more affordable housing for smaller household sizes are just some of the benefits that urban intensification can provide, leading to improved community health and wellbeing outcomes. NMH supports the proposed incentives that will encourage further residential development in the city.
20. NMH supports further investment in cycleways and public transport and the alternative car options such as car share.

21. NMH will also submit on the consultation regarding the proposed land sale to Kāinga Ora.

Great Places

22. Research has shown that characteristics of a great public space are, amongst others, that the space

- a. is safe, welcoming, and accommodating for all users
- b. promotes human contact and social activities
- c. promotes community involvement
- d. reflects the local culture or history
- e. is well maintained.⁵

23. It is important that this public space is welcoming to people of all ages and NMH is supportive for this. The availability of public space provides the opportunity for people to gather and socialise which has many health and wellbeing benefits.⁶

24. The installation of additional street furniture would create flexible space where people could linger. Given that Nelson has an ageing population, additional street furniture would give older people and young families a place of respite.

25. *Recommendation:* Consideration needs to be given to the location of street furniture, planter boxes and signage so people, in particular people with limited mobility or prams, can navigate easily.

Greener Streets

26. Green infrastructure increases exposure to the natural environment, reduces exposure to harmful substances and conditions, provides opportunity for recreation and physical activity, improves safety, promotes community identity and a sense of well-being, and provides economic benefits at both the community and household level. These benefits are all known to directly or indirectly benefit public health. Trees, bushes, and greenery have the ability to absorb air pollutants and trap airborne particulates on their leaves, reduce surface and air temperatures

⁵ <https://www.planning.org/greatplaces/spaces/characteristics.htm> Retrieved 22 August 2017

⁶ Regional Public Health (2010) *Healthy Open Spaces: A summary of the impact of open spaces on health and wellbeing*. Regional Public Health, Wellington. Retrieved from <http://www.rph.org.nz/content/d893f45e-9d35-4906-bde7-c4912036c97e.cmr> 27 July 2017

through shading and evapotranspiration, and provide a physical barrier to traffic and street noise pollution.⁷

27. NMH strongly supports additional street trees in the City Centre. Additional trees will alleviate the effects of extreme heat by providing shade and allow cooler air to accumulate and circulate at ground level. This will enable more people to get refuge from the sun.⁸

28. NMH supports the introduction of a Green Boulevard where biodiversity is enhanced, stormwater is managed, and pedestrian and cyclist movements are made safer and more pleasant.

29. *Recommendation:* Additional fruit trees added that would enable city visitors and residents to forage for food, this supports food resilience.

Linked-up Laneways

30. NMH supports the introduction of laneways that provide choice for pedestrians and cyclists to move across the city centre.

31. NMH supports the introduction of a new link and destination in Albion Square at the edge of Queens Gardens.

32. *Recommendation:* NMH would like to see Crime Prevention through Environmental Design Audits undertaken on all laneway projects to ensure that they are made safe for all users.

33. Consideration should also be given to installing public seating on laneways.

Precinct Power

34. NMH supports increasing connectivity around the city so that people can navigate between areas easily.

35. NMH also support a mixed use approach to development. A mixed land use pattern is correlated with increased walking and reduced car travel.

⁷ Environmental Protection Agency (2017) *Healthy Benefits of Green Infrastructure in Communities*. [Healthy Benefits of Green Infrastructure in Communities \(epa.gov\)](https://www.epa.gov/healthy-benefits-of-green-infrastructure-in-communities)

⁸ Ministry of Health (2018) *Heat Health Plans* <https://www.health.govt.nz/system/files/documents/publications/heat-health-plans-guidelines-dec18.docx>

36. NMH strongly supports the inclusion of play within the City Centre. Public space can have an important role in encouraging active play and incorporate play into normal daily routines. Planning for play gives people an opportunity to be active and as well as encouraging people to the city.^{9,10} Providing multifunctional, playable space beyond the playground can enable everyday freedoms and create a public realm for all ages to enjoy together. Children's infrastructure can help to enhance the economic value and long-term viability of the urban environment.¹¹
37. NMH encourages NCC to consider ways that youth can participate in the design of this new central city space. It is also important that children are consulted on what they would like in public spaces as this gives children a sense of agency, this was identified within the Nelson City Council Youth Strategy.
38. *Recommendation:* NCC continues to work with youth to create public spaces that all can enjoy. This may include the installation of sculptures which appeal to all ages.

Conclusion

39. NMH thanks the Nelson City Council for the opportunity to comment on the Te Ara ō Whakatū - the pathways of Nelson consultation. NMH believes that the recommendations contained in this submission will go towards promoting this area as a safe, accessible and inviting public space by encouraging community cohesion, encouraging physical activity, potentially reducing motor vehicle vs pedestrian related injuries, and enabling social distancing, if need be, as part of COVID adaption.

Yours sincerely



Eric Sinclair
Acting Chief Executive
eric.sinclair@nmdhb.govt.nz

⁹ [Texas Border City Turns Bus Stop into Fun Play Place \(playgroundprofessionals.com\)](https://playgroundprofessionals.com/)

¹⁰ [For Family-Friendly Cities, Build Play Beyond the Playground \(nextcity.org\)](https://nextcity.org/)

¹¹ https://www.arup.com/-/media/arup/files/publications/c/cities_alivedesigning_for_urban_childhoods.pdf

ID # 10381



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10381
Name	Margaret Packer
Organisation	
Position	
Suburb / City	Stoke, Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached.



Received at Nelson City Council

21/09/2021 10:21:41 AM

Counter

susan

1000025657

Your feedback

The objective of this proposal is to provide a people-focused, place-based vision for Whakatū Nelson over the next 30 years.

Council adopted the Six Key Moves of the City Centre Programme Plan in 2019 and over the past six months has undertaken extensive targeted community pre-engagement on this strategy. Council has a good range of views from that pre-engagement process. However, community views on this specific proposal for Te Ara ō Whakatū a 30-year vision for Nelson's city centre are now being sought.

We want to know what you think:

Do you support Te Ara ō Whakatū as a people-focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development? What are the reasons for your view?

Name: MARGARET PARKER

Organisation represented: (if applicable)

Address: [REDACTED] - NELSON 7021

Email: [REDACTED]

Phone: [REDACTED]

Feedback:

The idea of apartments in the city is good
The idea of more trees is good.
Spaces for families is good
But if you are thinking of taking away parkings that's not good!!
It's bad enough now to find a park especially when tourists arrive
I appreciate the disability parks as I can't walk far and there are
many others like me with disabilities and elderly folk -
if you are thinking of more seats around the city please
use wooden ones not "cold on your bottom" marble or stone
ones - we went to ADELAIDE years ago & it was so good
to be able to walk a short distance & find proper wooden
seats (with backs) to rest on - plenty of seating there
I have lived in Nelson 53 years & love this city shopping & doing
business here observing many changes (not always for the best)
but trust I hope this Council will be careful & listen to the people
about "changes" to this city which is unique - A small city with
a cathedral - A city handy to the sea & countryside - A great city
for holidaymakers - I do wonder about the parking - Do we need a
parking building & why hasn't NIMT got a parking building?? Margaret Parker

Public Information: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

ID # 10380



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10380
Name	Anton Hyman
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached.



Received at Nelson City Council

21/09/2021 10:16:15 AM

Counter

susan

1000025655

Your feedback

The objective of this proposal is to provide a people-focused, place-based vision for Whakatū Nelson over the next 30 years.

Council adopted the Six Key Moves of the City Centre Programme Plan in 2019 and over the past six months has undertaken extensive targeted community pre-engagement on this strategy. Council has a good range of views from that pre-engagement process. However, community views on this specific proposal for Te Ara ō Whakatū a 30-year vision for Nelson's city centre are now being sought.

We want to know what you think:

Do you support Te Ara ō Whakatū as a people-focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development? What are the reasons for your view?

Name:

Anton Hyman

Organisation represented: (if applicable)

N/A

Address:

Nelson 7010

Email:

Phone:

Feedback:

I think it's all a bit of a "pipe dream" because pedestrians and cars don't mix. What's needed is a mall.

People at play

Play is serious business. For children and young people, play is paramount for health and well-being. For families, the provision of play helps to create a safe place to meet friends, go shopping, run errands or to simply spend time together. For cities, the provision of play brings a sense of inclusiveness, inviting users of all ages to explore and engage with their environment in new ways.

Objectives

A playful city

With an inner-city street environment categorised by slow moving traffic, playfulness can be meaningfully integrated into almost all areas of the city centre environment. From Trafalgar Street to Wakatu Square, and everything in between, opportunities for integrated play are high.

Te Ara ō Whakatū acknowledges there is high demand from the community for a destination playground near the city centre. Work will be undertaken by Council in the next year to find opportunities for places to play in and near the central city.

An inclusive city

An inclusive city is one where the needs of all users are considered equally. Safe and playful environments invite young and old alike, and support a safe and hospitable environment for all user demographics. Planning for play is planning for inclusiveness.

Streets as places, not just thoroughfares

Designing playfulness into the urban environment goes further than simply providing activities for youth. Playful attributes help shift the perception of our streets as thoroughfares to streets as places – a benefit that can be shared by all.

Public Information
including on
any person

be available to the public and media in various reports and formats
matter of submissions. Submitters have the right to access and correct

How corny can you get!

Te Ara ō Whakatū - The Pathway of Nelson • 8 September 2021

Te Ara ō Whakatū - The Pathway of Nelson • 8 September 2021

ID # 10379



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10379
Name	Juliette and David Burrowes
Organisation	
Position	
Suburb / City	Wakapuaka RD1 Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached.



Received at Nelson City Council

21/09/2021 10:21:07 AM

Counter

susan

1000025656

Your feedback

The objective of this proposal is to provide a people-focused, place-based vision for Whakatū Nelson over the next 30 years.

Council adopted the Six Key Moves of the City Centre Programme Plan in 2019 and over the past six months has undertaken extensive targeted community pre-engagement on this strategy. Council has a good range of views from that pre-engagement process. However, community views on this specific proposal for Te Ara ō Whakatū a 30-year vision for Nelson's city centre are now being sought.

We want to know what you think:

Do you support Te Ara ō Whakatū as a people-focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development? What are the reasons for your view?

Name: Juliette and David Burrowes

Organisation represented: (if applicable) N/A

Address: [REDACTED], RPI, Nelson

Email: [REDACTED]

Phone: [REDACTED]

Feedback: What is the Council going to do to encourage business, i.e., shops to remain open and operating in the city centre? First and foremost, I go to town to buy something or to look at what is on offer in the shops. Only second to this is to have lunch, coffee etc. We already have trees which drop leaves! The cost to shop owners wanting to set up a business is very expensive; rates, leases etc due to the high rates the council imposes. One has only to look at the number of shops that have closed over the past 5-10 yrs to see this. I remember when it was a good place to shop, look, sit etc but now it is a dingy, dark and unpleasant place to be. It is now a place for opshops, pop-up shops or those few brave souls struggling to make a living.

Make the rates affordable, and businesses will return, and consider putting in a covered mall for winter shopping. Having parks, apartments etc is all well and good, but if there's few good shops, why would those living in the suburbs bother going to town when all the shopping can be done in Richmond, along with warm places to sit for coffee, lunch etc in the Mall?

② There is a need for sufficient parking spaces so why not have a parking area under the 'affordable' apartments?

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ID # 10378



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10378
Name	I P Bielecki
Organisation	
Position	
Suburb / City	Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached



Received at Nelson City Council

20/09/2021 9:50:16 AM

mail

Hannah

1000025639

Your feedback

The objective of this proposal is to provide a people-focused, place-based vision for Whakatū Nelson over the next 30 years.

Council adopted the Six Key Moves of the City Centre Programme Plan in 2019 and over the past six months has undertaken extensive targeted community pre-engagement on this strategy. Council has a good range of views from that pre-engagement process. However, community views on this specific proposal for Te Ara o Whakatū a 30-year vision for Nelson's city centre are now being sought.

We want to know what you think:

Do you support Te Ara o Whakatū as a people-focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development? What are the reasons for your view?

Name:

I P. Bielecki

Organisation represented: (if applicable)

Address:

Email:

Phone:

Feedback:

It all looks rather nice. I like the absence of cars. They spoil it for people activities.

The place you call "Top Trafalga" should be extended to the Church Steps. The Church Steps have always been a focal point for people gathering. It means closing Selwyn Place. That is not unusual as Nelson has Mile St, Halifax, Bronte St, Tasman St, Rutherford, Tuwai St cut in two! Wellington has only Abel St. The cross traffic could be solved by connecting up the parts of Mile St (via a tunnel Italian style) or by undergrounding Selwyn Pl at the Church Steps. Those bike shelters are good!

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ID # 10375



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10375
Name	Lesley and Snow Emanuel
Organisation	
Position	
Suburb / City	Marybank, Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Please see attached.

City Centre Spatial Plan feedback included amongst feedback on other topics.

Received at Nelson City Council

17/09/2021 8:58:29 AM

mail

Hannah

1000025587

Your feedback

The objective of this proposal is to provide a people-focused, place-based vision for Whakatū Nelson over the next 30 years.

Council adopted the Six Key Moves of the City Centre Programme Plan in 2019 and over the past six months has undertaken extensive targeted community pre-engagement on this strategy. Council has a good range of views from that pre-engagement process. However, community views on this specific proposal for Te Ara ō Whakatū a 30-year vision for Nelson's city centre are now being sought.

We want to know what you think:

Do you support Te Ara ō Whakatū as a people-focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development? What are the reasons for your view?

Name: Lesley & Snow Emanuel

Organisation represented: (if applicable)

Address: [Redacted] Nelson

Email: [Redacted]

Phone: [Redacted]

Feedback: The plan for our city centre looks good and we enjoy watching our city moving forward with wonderful young people at the forefront. We are part of a social discussion group of friends. The resounding feedback from everyone is a definite:

No! to adopting The 3 Waters it is Iwi taking over what is nobodies to own. It comes from the ocean then the sky! Leave the status quo with local government. Nelson is working well on infrastructure of our water.

No! to te Puapua we are all New Zealanders. Nelson has the most diverse populations of migrants in the whole country let's celebrate that, it's wonderful and they are proving what wonderful Nelsonians they are.

No! to changing Nelson to Wakatū. Nelson was created on the backs of our early settlers not maori.

Finally, **yes! yes!** naming Nelson as "Inspirational Nelson" why?

Because Nelson inspires people, it's so diverse, we have world class-artists, research facilities, sports people's education with the first 'Nelson System' used for the national system of public schools. The first German settlement. The first race course the list goes on & on. This city continues to inspire people hence "Inspirational Nelson"!

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For your consideration

Snow & Lesley Emanuel

No! To maori Wards. We are all New Zealanders. Only this belief we will move together not segregated.

ID # 10374



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10374
Name	David Ayre
Organisation	
Position	
Suburb / City	Maitai
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

For all the reasons you have already identified :

a vibrant heart of a reimaged and strongly recentralised city with many local living spaces and activities; vastly better than the present, where Nelson is largely a place to commute to (and away from)

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

You are not integrating this work with coastal inundation and river flooding; your coastal inundation maps show that Nelson CBD will be flooded once a year with 0.5m sea level rise, and about 80 times a year with 1.0m sea level rise, plus further river flooding from increased rainfall; you cannot plan the centre of the city without working out how we are going to deal with these events; they are all totally connected

ID # 10370



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10370
Name	Diane Varey
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Improve population density and quality of life

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10367



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10367
Name	Mathew Roswell
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10365



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10365
Name	Jock Edmondson
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

It is multi disciplined.

The areas that are good in priority order are

Te Ao Maori

Supports inner city living

Lanes and linking parks

Greening up

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Some questions that came to mind;

How well does it define Nelson - will it be confused for Richmond?

How does it evolve as the identity of Nelson evolves?

Does it acknowledge the likelihood that parts of the city will be wetlands in climate change storm events (e.g. Achilles carpark)

Is landscaping as a solution over promising?

Is it simple for people with disabilities?

Is there a design opportunity to facilitate greater participation in democratic processes and the council activities?

Ideas

Plaza in Market Square

Road lanes for scooters, skate boards

Council retain property adjacent social housing to accommodate support services

ID # 10364



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10364
Name	Nicola Gabelich
Organisation	
Position	
Suburb / City	Nelson South
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	1
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

"I like this idea in principle but there is very little detail available to make an informed decision and say if I support the Te Ara proposal as it stands currently.

(Or may be there is more detail somewhere that I don't know about?) I love the idea of a more live-able city with many more people living within the central city in apartments, as I think this will help to enhance the inner city and add a vibrancy and life that Nelson CBD currently lacks. I do think we should limit the height of apartment buildings to no more than 5 stories as Nelson is a low rise city and it will block light / create shade if we have 8+ level apartment blocks, which I understand two of which are proposed currently, in the Bridge Street area, where Zumo and Four Seasons are currently located. Nelson has a lot of unused retail space that could be used as quality housing areas, as people's living and shopping habits have changed since the growth of Nelson city in previous decades. The key thing will be to ensure these are quality built apartments, so that we don't create future slum-like areas that detract from, instead of enhance, the city centre over time."

Is there anything else that you would like to add?

Thank you for the time and effort that has gone into this idea so far, it appears to have merit and could make Nelson CBD a much more attractive place to live, work, shop, etc.

I think the idea of connection to the port and sea is also long overdue as it is an asset we don't make the most of currently.

ID # 10362



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10362
Name	Philippe Thevenaz
Organisation	La Fougere
Position	
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

By building blocks of apartments in central town , you will turn a pristine center town into a ghetto !

Your plan goes against what every city in Europe avoid .

Why did you select this option?

Is there anything else that you would like to add?

ID # 10360



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10360
Name	Grant Smithies
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I LOVE this plan! A more people-focussed, less car-dependant inner city with more people living close within the CBD would make the city a cleaner, greener, safer and more vibrant place to live, which woul in turn give people reasons to come/ stay here, and help local businesses thrive.

I support every aspect of the proposed plan.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

As a local resident and small business owner,

I would love lot of these changes to take place for sooner than the 30 year

ID # 10358



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10358
Name	Mark Holmes
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Hello and thank you for this opportunity.

Can I say that I am firmly in favour of the progress being made on enhancing the urban design of the CBD and the focus on intensification bringing vibrancy to this central area. bravo!

I very strongly support building up/ intensification before spreading out and as such do NOT support the residential sprawl into the Maitai.

I am relieved to see the mixed approach to social housing so as to avoid a "ghetto" situation that has been such a problem in other towns and cities worldwide.

Lastly, and as a non-maori speaker, I object to having your documents in a semi bilingual style which only leads to confusion and difficulties for the reader.

Please keep it clear and concise for the majority.

I look forward to seeing developments.

Regards

Mark Holmes

Nelson, New Zealand

ID # 10357



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10357
Name	Tamika Simpson
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	1
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

I support all efforts to enable people to live in nelson city as they will revive the town by making it a community.

It is great we can now walk the river

Is there anything else that you would like to add?

ID # 10355



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10355
Name	Alex
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

The way to go in the future. Bring people to town, built up high in the city centre and bring the good vibes back.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

I'd love to see the vision starting with the improvement of the public transport system ...

ID # 10354



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10354
Name	Alan
Organisation	Individual
Position	Individual
Suburb / City	Blenheim
Postcode	7272

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

"Having studied all the photos and videos All of the seating is for young people: either low/difficult to get out of or no back and no arms which are needed for most elderly or obese people,(is this why the art work only shows young/thin people) so by inclusive you mean no elderly , disabled or overweight. It also looked like cyclists on the pavement which is dangerous.

How would the aforementioned people go to high street dentists or optometrists in this scenario?Nowadays they can be dropped off literally outside the door!"

Why did you select this option?

Is there anything else that you would like to add?

ID # 10352



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10352
Name	Cleo Cowdrey
Organisation	
Position	Retail assistant / jeweller.
Suburb / City	The Brook, Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

"As a whole I agree that Nelson needs change.

I don't disagree with the entire proposal and I feel that is is definitely headed in the right direction with emphasis on making Nelson a breath of fresh air for the people within it there are, however, definitely some points I have issue with.

I understand that clean modes of travel are important but it is not always practical not to take your car into the city, especially for people from out of town, families and people with mobility issues. My concern is that nothing is mentioned in this proposal to ease the pressure for parking that we already have and I fear that these changes would only exacerbate the issue especially with more people living in and around the city and more visitors expected.

My second issue is that much of the recent projects and art throughout the city was paid at a premium and not offered to any local community groups and artists, leaving us with overpriced designs by international artists that mean nothing to us and the city. One of the few times local artists have actually contributed it was given to a Councillor. Not only was this nepotism but the Christmas designs were embarrassing and not even my 10 year old thought they were appropriate (she hates them and has considered writing to the council to complain.)

My third issue is the waste of money a new library would be. We don't need an update as library usage is dwindling and the riverfront area is reclaimed land which would be risky to develop due to climate concerns. We are better to put this money into existing issues that need fixing.

My fourth issue is that traffic management in and out of Nelson is already at a choke point. How can we invite people into our beautiful city if they can't get here or leave due to congestion?

My final question is regarding rates and attracting businesses back into Nelson. Nelson has been hemorrhaging businesses for years and rates are a big reason for this. What will be done to encourage business to return to Nelson so that visitors won't arrive in a ghost town and what will the council do to support them to stay? I think rates need to be considered too high and need adjustment.

I want to finish by saying that I agree with making a more green space with relaxing areas and pocket parks could really make Nelson flow. I always thought continuing the closure of Trafalgar Street down to the Bridge Street intersection and making a green walking area would be lovely.

Thanks for taking the time to read my submission.

Cleo Cowdrey."

Why did you select this option?

Is there anything else that you would like to add?

I found the spatial plan documents to be a bit too vague and without more concrete ideas with plans, maps and information I don't really feel I am informed enough to actually say whether I'd agree to this vision.

More actual information is needed to Inform the ratepayers before they can make an informed decision.

ID # 10348



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10348
Name	Leona deRidder
Organisation	DesignbyLeona
Position	
Suburb / City	
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

The Vision certainly celebrates a people-place.

I would hope the principles inform the mechanisms to hold people in decision making roles to account. Open and transparent process of which the people can understand. This is a good start. Well communicated

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

I note amenity is no longer supported in proposed regulations.

The proposed natural and built environments Bill and Tuia Pito Ora NZILA landscape guidelines. Amenity relied too much on one's perspective , amenity deemed no longer an effective mechanism. Amenity is mentioned throughout the Centre for Living section of the Plan. Is there a definition for this in the Plan? Is it possible to reference Te Tangi a te Manu landscape guidelines NZILA as a living document that contributes to regulations regarding landscape matters, both urban and rural. Growing 1000 new street trees. Is there a Tree Protection Policy to ensure the Urban Greening objective is met over the 30 year timeframe and longer? How will the 3 waters proposal influence meeting the objective to manage stormwater, to mitigate and adapt to effects of climate change? What model has been applied to the Plan so to ensure there is an increase in the sequestration of carbon emissions? What are the climate change initiatives of the Plan? How do we support NZ families in need of housing whilst we are opening up and welcoming Refugees as a designated Refugee centre? One last note, I would live in an apartment if I could experience morning and afternoon sun from the apartment, with good storage. Makes sense to employ local qualified architects versed in live-ability requirements.

Well done team, a great start. And I love seeing the changes sneaking into the urban fabric already.

ID # 10345



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10345
Name	Timo Neubauer
Organisation	Urban Designer
Position	
Suburb / City	Hope
Postcode	7081

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"In order to future-proof Nelson in the light of climate change, but also to create a more vibrant town centre, it is paramount to reduce travel demand and to increase the residential population in what is currently Nelson's CBD. Increasing residential housing supply in the town centre, especially by providing a range of housing options, is the right move.

The more attractive the town centre, the more desirable it will be for people to move there and to give up the traditional Kiwi dream of a 'quarter acre block' - and maybe even to sacrifice car ownership in favour of alternative transport options. Therefore it is also the right move to shift the open space balance from being reasonably car-focussed to becoming people-focussed, even at the expense of car parking spaces. More people living in the town centre will increase footfall and drive retail without the same need for car parking.

Significant planting and 'greening' of town centre spaces will not only set a signal for active carbon sequestering, it will also improve the place value and attractiveness of the town centre overall." **Why don't you support this vision?**

Why did you select this option?

Is there anything else that you would like to add?

I am concerned, however, that the City Centre Spatial Plan is an isolated document, that needs to be supported by planning rules and legislation.

Christchurch's attempt to isolate its city centre plan from the rest of the city has demonstrated the pitfalls: in order to be successful, the more regional planning must support the town centre plan. E.g. suburban retail development must be restricted to increase demand for town centre locations (despite possible parking concerns); suburban green field development must be curbed to increase demand for town centre offerings; public transport, car sharing opportunities and other alternative forms of transport must be boosted to give town centre residents alternatives to car ownership and to allow the more dispersed population (including Richmond and beyond) to access Nelson's town centre without the need for driving and parking in the town centre.

Nelson is already one of New Zealand's most attractive small towns, with many heritage buildings shaping the character of the city centre. To reflect this, I believe that the scale and height of new residential/mixed use development must be in keeping with this character. Imagery of the proposed Kainga Ora apartment development appears inappropriate in this context. Three, four, maybe five stories maximum, and possibly some mixed use walk-up typologies would be much more appropriate than eight story apartment typologies. Rather than concentrating on maximum height and yield in selected locations, the focus should be on carefully increasing density more evenly across the town centre. Otherwise, there is a real risk that new developments could undermine and seriously compromise the very qualities that make Nelson such an attractive small town.

ID # 10344



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10344
Name	Stephanie Millar
Organisation	
Position	
Suburb / City	Nelson, New Zealand
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

It is a good time for change, and I want to see a more vibrant city where I live.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10343



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10343
Name	Karen Driver
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

"There is no acceptance of the impacts of climate change on sea level rise, storm events and floods.

I agree that the city needs to be more accessible to pedestrians and cyclists, and this moves us forward on that aspect. But the vision is a concrete jungle. I see additional trees being planted (will those that are current on Trafalgar Street and Bridge street be retained?), but they are surrounded by concrete. Where will the storm/flood waters run off to? We need green space, devoid of concrete/asphalt (and plastic grass). We need the whenua to soak up the rain and flood waters, and filter the toxins from the runoff before it soaks into our river and ocean.

What about a community garden in the city, blocks of fruit trees, green park space? Let's bring nature back into the city. Spaces like this should be used to encourage people to gather. They should become community areas, to help people meet, engage, learn and participate in our community. Such areas could be created in vacant lots now with further hard infrastructure planned properly taking into account climate science and the Council's declaration of a climate emergency. Whole road corridors should be configured as walkways and cycleways created. Access for service vehicles and disability parks need to be designed in but regular traffic needs to be directed down a limited number of channels. This vision is too hard, too smooth and too corporate."

Why did you select this option?

Is there anything else that you would like to add?

Yet again this is an example of Council going away to create a vision, spending a huge amount of money on fancy videos and drawings, but where is the engagement?

Why can't the community be involved from the start of the discussion rather than at the end? How can such a plan be developed when we know areas of the city already flood, and that flooding will get worse and more areas will become inundated. We can't keep pumping the water out as we try to do now. What about considering relocatable infrastructure? We need to encourage greater active transport options now, why can't we develop a plan that acknowledges the real issues and plans how we are going to live or retreat from those issues. If plans are based on stop banks or seawalls protecting the city that is not acceptable, they would only ever be temporary protection and so we need to invest in solutions that do not rely on such measures.

ID # 10341



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10341
Name	Stu Allan
Organisation	Link Business Brokers
Position	Specialist Business Broker/Director
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Its visionary, I just hope NCC have the courage to put it in place

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Yes - people come into the city to shop and access services.

Other than making the place look and work better - was there anything in here, any consultation for the business community.

If you had them on your side this could all be a lot easier.

ID # 10339



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10339
Name	Alison Couldrey
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Easy access by foot/cycle to all parts of the city for all.

Lane ways give direct line of access and vision.

Trees and plants to help shade, cool and look good.

People living in the city keep it alive.

I'd like to see more cafes and restaurants allowed to use streetside seating areas.

I'd like to see all sandwich boards removed from pavements, all they do is clutter and effectively narrow the usable pavement."

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

"Continuation of walking/cycling access from suburbs to the city, so safe paths link all areas.

I'd like to be able to get between the Maitai/Brook/Atawhai/ Victory/rocks road etc suburbs through the CBD all off road and with cycling and pedestrian specific traffic lights at intersections.

Adult, especially older adult exercise areas with specific balance/cognitive/strength enhancing activities. (photo attached of an exercise area for the elderly seen in Spain)"

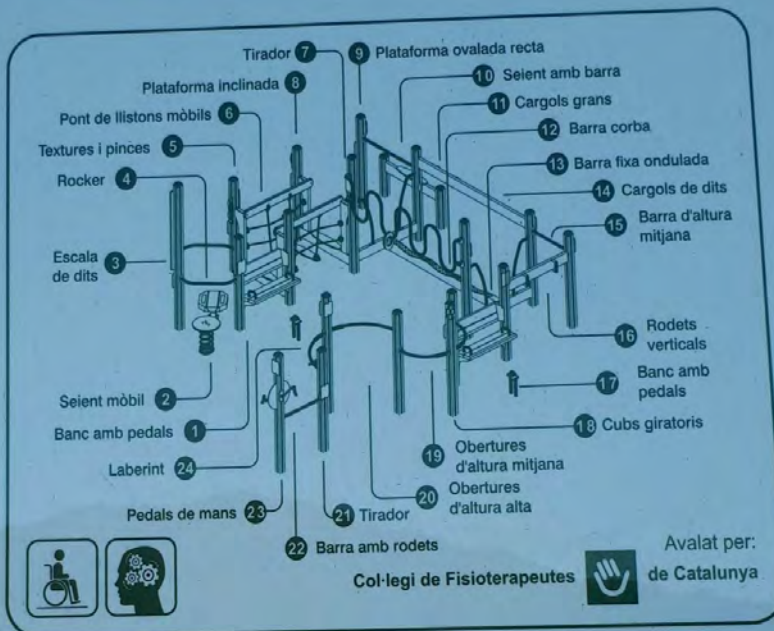


Diputació de Lleida

Espai lúdic i de salut per a la gent gran

Recomanacions

- Adeqüeu l'exercici a l'estat físic
- En cas de dolor o cansament, atureu-vos
- Feu de 5 a 10 repeticions
- Porteu roba i calçat còmode
- No compareu ni competiu
- Manteniu l'esquena recta
- Agafeu-vos i vigileu on poseu els peus
- Eviteu les hores de més calor o fred
- Eviteu fer exercici després de menjar
- Hidrateu-vos correctament



Els **bancs amb pedals** tenen dues mides diferents, escolliu la més adequada.

Abans de l'exercici feu escalfament



Després de l'exercici feu estiraments



Per a totes
les edats



Manteniment
93 564 14 12



Urgències
112



Prohibit l'accés a qualsevol element que pugui envair les àrees de seguretat o disminuir la seguretat del joc.

ID # 10338



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10338
Name	Matt Downer
Organisation	Home Lab
Position	
Suburb / City	Tasman
Postcode	7025

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I'd love to see practical social spaces returned.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10337



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10337
Name	Barbara and Tim Robson
Organisation	
Position	
Suburb / City	Marybank
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Congratulations on the 8 key actions outlined in Te Ara O Whakatu, take part in your cities future. If I was going to plan for modernising the central city then the eight themes chosen would be integral.

However there are some elephants in the room.

1) The track record of council in carrying out modernisation projects.

Overwinter the Nelson Mail had a number of articles outlining projects that had been mooted in the past, but ultimately shelved because of vocal opposition by small numbers of people. Imagine the vibrancy of the city if these projects had gone ahead. One such project that springs to mind was the increased pedestrianisation of lower Trafalgar Street as proposed by Councillor Rainey earlier this year. The idea was quickly shut down by a few business people worried about losing a small number of carparks. What hope for any projects if council rollover at the first sign of opposition.

2) Climate change, sealevel rise and extreme weather events I realise that this paper is just a discussion document but surely the emergency that we are going to have to face should be front and center to this vision. As the current debate about the new library and about the location of housing in the inner city shows, this issue has yet to be addressed.

3) Transport congestion and lack of mention on public transport and active transport The success of this vision for central Nelson will ultimately depend on removing cars from the central city.

So, a great start but the hard issues have yet to be faced. Please make sure that this document doesn't become just another talkfest.

Barbara and Tim Robson

ID # 10336



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10336
Name	Gerald Renshaw
Organisation	
Position	
Suburb / City	The Wood
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

I was unable to submit via the website as the "I am not a robot"

function would not function

The "Smart little city" plan makes reference to land that is "surplus to requirements". There are actually very few pieces of land which have no particular function. The land described for development is in use as car parking, which is clearly a requirement as it is in regular use.

The plan also makes several references to "great city centres,"

conveniently ignoring the fact that Nelson is really just a small provincial town, despite the designation of the term "city".

Multi-storey social housing has often not been successful in other countries. The areas proposed seem to offer little outdoor space for kids' recreation. Parks are out of range for parents to supervise from home, so any kids in the development inevitably end up spending a lot of time indoors. If you must build such a development, there is ample room around the Trafalgar centre where you could put up this kind of building and still have some green space around it.

The loss of car parking in the city will clearly have an impact on businesses, both in terms of customer convenience and access for employees from further away. Suggesting that there would be only limited parking for residents of the development does tend to assume that they will be working in the city, rather than further afield. The empty buses seen driving around the district tend to suggest that people are resistant to using public transport, not least because with such a spread out area of population, it is very difficult to plan routes which conveniently cater for people's needs. It seems that many councillors want to effectively force private vehicles from the city centre and yet the people whom they supposedly represent clearly want to drive into the city, as evidenced by the regularly full car parks, which councillors apparently want to remove. The political and social leanings of a small group of councillors should not be forced up on the 54,000 people whom they purport to represent.

The plan makes reference to "Shared values." Perhaps it might be appropriate for Councillors to attempt to share the values of the general population. Opening the process to public submission only really give access to the opinions of a very few people in the community with the time and inclination to respond. Even the democratic process of council elections does not necessarily ensure that our views are represented, since some of those voters who do turn out to vote seem to choose based on name recognition. Some other way of canvassing the views of the majority needs to be found before making such drastic changes to the city.

Gerald Renshaw

ID # 10335



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10335
Name	Jane & Craig Gass
Organisation	
Position	
Suburb / City	Stoke
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

To whom it may concern,

We are older residents of Nelson who have lived in and around Nelson for most of our lives. Over the years have seen many changes, and recently the deterioration of the city centre retail section.

We support the people focused concept and the green space but are concerned that a lot of the city is prone to flooding which is only going to increase in the future.

Overseas and here city centres are dying because retail is changing and covid only accelerated this. People are choosing to buy online especially the younger generation. People don't go to the city centre because everything is available to them in the suburbs and online.

30 yrs on will there be a need for a retail centre?

Since covid many city workers and professionals are working from home and have continued to do so hence less people now go into the city.

The age groups you need to consult are the 40 yr olds and younger. How they view a city centre should look like.

However in saying all this inner London has been revived by the building of city apartments along the Thames eg Canary wharf. But London has such a huge population and wealth. Nelson is so small and really isn't a city in the true meaning of a city. Is the cost realistic and sustainable?

The biggest drawcard that Nelson has is the Saturday market. This is the only reason we go into Nelson now. We enjoy the atmosphere, local artisan products and diversity of food available. Big brand stores have exited the CBD and gone to the outer, free parking areas.

Thank you for the opportunity to have our say.

Regards

Jane & Craig Gass

ID # 10333



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10333
Name	Andy Eden
Organisation	Oranga Tamariki
Position	Workplace Administrator
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Having more housing like apartments in the city and the more areas where you can sit and take in our beautiful city the better!

Also have more play areas for the tamariki in the eyes of the city instead of away from the city.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Having the housing/building in the city be more than 3 stories high and really have Nelson put a step to the future of being a city and not somewhere in-between a town and a city.

ID # 10332



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10332
Name	Forrest Norris
Organisation	Oranga Tamariki
Position	Social work student placement
Suburb / City	
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"The more access to housing and amenities that there is in the centre, the more the suburbs will open up for those needing affordable and appropriate housing for their whanau.

We know that inadequate housing and the stress of not being able to find housing can impact on the other social issues that are negatively impacting our tamariki in Aotearoa."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10330



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10330
Name	Andrea Machacova
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10325



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10325
Name	Ann [Annemarie] Braunsteiner
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Love it. Feels alive - and like a City people want to come and live - not only because of our wonderful natural habitat Nelson is nestled within + of course the weather - the proposed has a clear message - togetherness, connection - and thinking about the future [in all regards - environmental to social].

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10323



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10323
Name	Caroline Marshall
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

People are using these spaces - and we want a vibrant inner city for many reasons - relaxation, socialising and obviously then supporting small businesses/restaurants etc

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Yes!

Get going!!! Don't wait another 30 years - it all looks great and hugely positive for Nelson.

I have lived here for 30 years and have been waiting for this leadership and vision.

Well done but Make it Happen!

ID # 10320



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10320
Name	Gerard Malcolm
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I support the ideas of more residents in the city centre, and making the city centre more people-friendly.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Where I live on Riverside is very close to the commercial zone (only a few metres away from our boundary) and we have multiple apartment developments very close to us.

I would like to have the option of developing a small apartment block on our section. However, we are zoned standard residential and so this is not possible. This zoning doesn't really seem to make sense given the objectives of Te Ara ō Whakatū. I would like our zoning changed to allow us the possibility of developing an apartment in future.

ID # 10319



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10319
Name	Dougal Pollock
Organisation	Oranga Tamariki
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10318



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10318
Name	Maria Paz Bonafede
Organisation	
Position	
Suburb / City	West Auckland
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Good afternoon,

My name is maria Bonafede and my kiwi boyfriend and me are considering to move to Nelson city to have a better quality of life with less population.

At the momemt we live in Auckland but we realizad that many things are not good here.

I love all the offers and plans that you have for Nelson city and I would like to add some points:

- + Fantastic the idea to grow but until a certain point, where you could control the demand of water supplies, waste, traffic.(The idea is to create city with a midium size, not like Auckland)

- + Will be great to promote to be a "green develop city, having a lot of parts, trees and nature.

- + Promote the use of bike or unmotorized vehicle in the city center.

- + promote the use of buses just to connect towns and nearly cities no internally.

- + Have good ilimination in the streets for safety reasons.

- + Will be good to have a very sustantable city in all the ways.. promoting the use of solar pannels and highly contributing for the climate change.(Going green)

- + promoting Retirement village but outside the city, will be good to keep the city center mostly for commercial, entertainment and culture no many houses in the middle of the city...

and the rest that you have in mind look inviting so you are already doing a great job.

Thank you,

Maria Paz Bonafede

West Auckland

New Zealand.

ID # 10317



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10317
Name	Nathan Neumann
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Kia Ora

I am a Nelson ratepayer and resident. I want to say I am, broadly speaking, in support of the proposed direction for our City Centre. My comments focus mainly on my experiences as a musician and the cultural value we add to the city.

Firstly, the idea of bringing more people to live within the city is sensible and forward thinking but is not without some problems. Having lived and worked as a musician in Christchurch (pre-quake) I saw venues like the Dux Deluxe come under increasing pressure from new apartment dwellers to comply with noise restrictions. Venues like the Kings Arms in Auckland have even had to close in part due to increasing compliance requirements around sound. Some protection or support for venue operators and in turn musicians needs to be considered in order to preserve and foster the vibrant after hours life we love about other cities (e.g Wellington).

Secondly, the council needs to consider not just the performance of music, but how and where musicians can hone their craft. Locally we have lost any support for local musicians when the Artery Building was condemned, bulldozed and turned into a car park. As a younger person the Artery/Hub provided a valuable service both as a performance area, rehearsal space and a place where touring bands could play to fans of all ages. Now in my 40's, I am concerned that younger musicians (that aren't quiet duos or solo acts) have no avenues of expression. Could some consideration be given to a performance/rehearsal space somewhere in the city? In my opinion this would help foster the vibrancy of our city centre.

To summarise, please remember that music is a part of our culture too and that we contribute a great deal without asking for much in return. This plan is an opportunity to show tangible support for our musicians.

Thanks for your work so far.

Regards

Nathan Neumann

Musician, Educator & Dad

ID # 10315



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10315
Name	Lisa De Gray
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Nelson is long overdue a vision, and adding green space, lane ways and precincts is a great way to bring people together, and to create a city of interest. I fully support the proposed actions in the CBD.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Two matters concern me.

1. The building of a library on what will be an inundation zone - how long is this structure likely to last, and how exceptional is this cost going to be to overcome the challenges of inundation? Are there not better sites?
2. the placement of social housing in a high-value area doesn't make sense. yes, social housing should be close to the conveniences of town as lower demographic residents will have a greater need to be within walking distance to work and staple commodities. But one only need to do a google search to see the history of crime and in Franklyn Village to understand that bringing such a risk to the city centre doesn't enhance the area. Not all people in social housing will cause a risk, but I live above social housing in Pioneer Cr that is diabolical. What assurances can the community be given that the surrounding area won't become an area prone to violence and risk? And what safeguards are in place should that happen?

ID # 10310



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10310
Name	Lauren Downer
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10308



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10308
Name	Prapti Mane
Organisation	UpShift Ltd
Position	Client Liaison
Suburb / City	Monaco
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

It is modern, interactive and gives the feel of a real CBD, more space for people and pedestrians also encouraging people to live in the CBD less carbon footprint. It is a brilliant idea.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10307



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10307
Name	Kayla
Organisation	Beauty
Position	Hairdresser
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

"Because its a good idea and I think Nelson city needs restructuring and apartment buildings so people don't need to use there cars as they will be living in the city.

We need more creativity and upgrades. Having no cars in the city center would be a good idea in some areas."

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10306



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10306
Name	Danielle
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10305



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10305
Name	Tayla
Organisation	
Position	Project manager
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Change is great and this is creating a diverse city centre and pedestrian priority.

Connects the city centre together and creates a hub

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Is this plan going to invite more businesses/offices to join the city centre?

Or more urban living?

ID # 10301



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10301
Name	Kevin Tyree
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

the rate payers should not have to bare the cost of this outrageous proposal . Shoppers will not enter the inner city if council remove parking and narrow streets at great cost . Covid 19 has changed the way we shop and socialise so there is no requirement for more coffee shops and kerbside dining . we have plenty now in upper trafalger trying to survive all year round.Inner city housing and social nightlife activities are not compatable due to noise levels.The streets must remain wide and accessable for service vehicles and the public and The building industry to rebuild and renovate our ageing city .

Why did you select this option?

Is there anything else that you would like to add?

manyratepayers are on limited income Spend Wisely

ID # 10300



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10300
Name	Sara Clarkson
Organisation	HotHouse Creative
Position	Senior Designer
Suburb / City	The Wood, Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10299



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10299
Name	Colin Simmons
Organisation	
Position	
Suburb / City	Stoke
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Stop indulging your prejudiced fantasies at taxpayer expense.

We need a commercial area with shops.

Why did you select this option?

Is there anything else that you would like to add?

ID # 10296



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10296
Name	Keegan Jeffries
Organisation	The Bridge Street Collective / Kirby Lane
Position	Manager
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I love it. People living in the city centre will make a huge difference to small businesses working here.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Some of the developments should start now.

I'd love to see Bridge Street prioritised. Maybe a parking building in Buxton would be something to make up for the loss of parking on the main streets.

ID # 10295



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10295
Name	James
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Cos taking away carpark when u don't have enough anyway stupid u increase rates to cover the stupid spending

Why did you select this option?

Is there anything else that you would like to add?

ID # 10290



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10290
Name	Henk Beek
Organisation	
Position	
Suburb / City	Glenduan Nelson
Postcode	7071

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Predictions for sea levels to rise and cause major problems in the low lying land on which the cbd and low lying areas around it will be under water will be impacted.

Planning Will have to include protection ie : dykes as in Holland or raising the land by removing the Grampians and surrounding hills to build a new cbd . Not a viable process .maybe move to higher ground let's think ABOUT THAT.Cheers Henk

Why did you select this option?

Is there anything else that you would like to add?

ID # 10284



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10284
Name	Janet Southwick
Organisation	Baywick Inn
Position	owner
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

When planning a new downtown precinct that council wants to attract more businesses, shoppers, diners, tourists to come, you need to provide these people with adequate parking. Residents who live on the 'hills' or outside of town (with lack of bus service) need to drive, not everybody lives within cycle distance of town or is able to cycle. Town needs adequate parking which I note that the spacial plan does not address at this time and as it is extremely important to the future of the town, nothing should be finalised until you have addressed parking and advised your ratepayers. I am tired of my local street being used as a parking lot and it is a "cop-out" by council to say it is safer for pedestrians as it slows traffic. It has just turned our street into a oneway street that is dangerous and ...we don't even have a proper sidewalk. Many days I can't even get out of my driveway safely. I might add that our government is now handing out grants to buy cars, so there could be a lot more on the streets, not less. So parking must be addressed first, not later!

When producing your plan, at great expense..(\$75,000 just for the Church St. plan) and producing a glossy book you are doing ratepayers an injustice by presenting pictures that you know are not actually viable or legal. The council is dodging their responsibility by saying 'not actual design', well if you want our opinions you need to tell us or show us what the actual designs are as well as how much these are expected to cost. Example, page 48, it is against health and safety to put a reflecting pool in the middle of Upper Trafalgar so why even show it? I will be out protesting if council spends another penny on Upper Trafalgar. Another prime example is the 'concept' of the lights on Upper Trafalgar, cascading down like a tent...who did the research on this, they couldn't be done and we ended up spending many \$\$'s putting up 'country flea market' lights across the street. WE are tired of 'pie in the sky' concepts that are either conceptual fabrication and outrageously overpriced. Here I will also add that the 1.33 million to be spent on Church Street is outrageous, 3 restaurants and a couple of businesses, can't be justified to spend our ratepayers money when there are so many infrastructure projects that are of greater importance. This also includes the 'new unwanted' (by the majority of Nelsonians I have talked to) library, where if it is viable to build a new library, then housing along the river would be a better choice, close to lots of green space and sports areas, skate parks, playground and the present library. Possibly we could get government \$\$ for the Climatorium and put that in the central business area where you want the social housing that has no green space.

Two of New Zealand's biggest social problems are obesity and alcoholism and I for one am tired of some councillors 'spouting off' about closing off more streets at ratepayers expense to provide 'families' more places to eat and drink. Worse, council now wants ratepayers to buy playground equipment so our children can watch us and learn how to continue with these social problems. How often can the average family afford to eat at many of these establishments. It appears to be a plan for young people who have lots of disposable income to just have 'social fun' not families who are having problems paying grocery bills. I am sure many others do not understand the idea of play areas in a business/retail district. I do not want kids on skateboards or 'hooning' around as I have my dinner at any of our nice restaurants and cafes or shopping on Trafalgar St. I have been hit by kids on skateboards and it hurts! I would prefer many areas to be 'calm'. Active play areas would be better off in neighbourhood parks, close to where the 'kids' live, not in town. For example I could see one being well used in Victory Square.

The hanging flower baskets are perfect and don't cost the 'earth', but they seem to have disappeared in the spacial plan. I had many tourists visit who thought they were beautiful, and yes plant some more trees. I want to shop local and support the Nelson businesses, but it seems council is always trying to send us to Richmond to actually

'shop' and just' eat' here.

Last I would like you to look at the picture of Upper Trafalgar on page 53 in your spacial plan book, now compare it to what council has done, fake grass, hideous lights, and children's play ground equipment...at an astronomical cost... I want my historic, classy little town back...

Why did you select this option?

Is there anything else that you would like to add?

Is our mayor's plan to use the 20 million she is going to get from 'selling our water' to fund all this?

ID # 10282



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10282
Name	Marie Waterhouse
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Streets for People great. The more we can do to entice people to live in the city would be great. Nelson needs to more vibrant in the evenings especially. Like the green spaces and connecting the lanes. Great idea. The more trees the better. Raising residents good but there does need to be carparking for not only the residents but the general public. Nelson needs a multi story carpark to alleviate. People have cars - that the reality. If people living in these complexes have cars, they will just park them on the nearby residential streets where parking is free and that will cause problems for those residents who already park outside their houses. This problem need addressing. Like the linking of areas - does this include the marina?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

When putting in trees - what about some fruit trees?

Especially by the river.

Don't see where carparking is addressed. Ideal world everyone would be using bikes and public transport but that is not reality. Is there a consideration to increase the carparking capacity utilising our current carparks? Why not put Buxton Square into two or three layer parking levels with three levels of apartments on top? A level of parking for the residents & one or two for public parking?

Mixed use housing complexes please. Disperse all housing demographics throughout the city. Do the complexes have good service areas i.e outdoor areas for the residents, bbq areas, generous balcony's etc? Is the roof of the top floors going to be communal green spaces? Am all for social and affordable housing but not consolidated in one area.

When walking along the central city streets, you look up and see nothing above the commercial buildings - there needs to be apartments on top to get a real vibrancy going and then there will be more people using the cafes, bars, convenience stores. Nelson could be an ultra cool spot to be. Inner city residential is the way to get there. Is it just too difficult for the owners of these buildings to be able to make this happen? Can the Council help with making this process easier?

Make sure there is plenty of street lights so people feel safe walking around at night - down lights to avoid light pollution, but plenty for safety.

Hope this doesn't take 30 years!

ID # 10281



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10281
Name	Joey Talmage
Organisation	Dropout Recording Collective
Position	Founder, CEO
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Nelson has too much potential to stay in the stone ages.

In terms of residents, we need more breathers downtown and a bigger, better downtown to accommodate them and visitors - don't listen to these old geriatrics who will complain about parking or congestion, it ain't their future. Nelson is also already a big holiday destination, don't we want visitors to see the best and brightest Nelson? They are going to talk about us... We want visitors to come and go and have something good to say! We need to see shops and businesses in the CBD stay open instead of the embarrassing turnover we've seen for years. We need to upgrade the overall image - Nelson can get scummy in quite a few areas, I want folks to know Nelson as one of Aotearoa's cleanest, most beautiful cities. Development is necessary if we don't want to be written off and forgotten. I'm all in.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

I want to say that I love Nelson, and I also care a great deal about our arts and music communities.

I would love to hear more about how the 30-year spacial plan can benefit our Nelson arts and music communities directly and how the spacial plan could help Nelson's image and consideration as an arts mecca in Aotearoa. Being an accomplished musician myself who chose to leave Los Angeles for Nelson, I'd be more than happy to become involved in anyway I can concerning Whakatu's arts and music scene.

ID # 10280



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10280
Name	Sarah Robinson
Organisation	
Position	
Suburb / City	Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Overall it looks like a modern and funky/cool vision - sort of similar to what we might see in Wellington or Christchurch.

New modern architectural features, reimagined green spaces that are functional and pedestrian friendly is great and the smart housing options will hopefully bring life, vitality and more of a buzz - more young professionals living, working and playing in our super little City. It may also make us a more attractive "destination" for people travelling around New Zealand.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

ID # 10279



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10279
Name	Bryce
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I think that it is an exciting prospect to have a diverse and lively inner city.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Precinct Power - Conceptually precincts are a good idea, but in practice having areas locked into a singular purpose does not provide a dynamic which excites and engages. By looking at what has been done in CHCH with their attempts (justice/law, east frame, health) , the concept of "mix the uses" is essential to the success with any development should be heavily weighted by this.

Greener Streets - I think this is an exciting concept and would like to see our native flora given precedence over exotic/traditional species.

Pohutakawa, Nikaus, Kohekohe etc - an experience which is only available in our corner of the world.

Raising Residence - The more people living in the city centre the better, however the development of apartments/residences that is aesthetically pleasing and to a human scale. We can look at many developments in places like CHCH and even here in Nelson that have put no thought into their surroundings or impact on our behaviour (such as propinquity). We can see the impact of these large footprint development everywhere, the old (and new briscoes and rebel sports buildings are essentially dead areas apart from their entrances). Even current developments such as the architectually soulless Malthouse which has it's back turned to the only publicly viewable aspect with over bearing concrete walls which are not conducive to an environment that is welcoming. I would like to see small footprint, low rise (4-6 story) developments in an aesthetic that makes sense to their surroundings - the amazing work done at 42 tasman street on terraces that sit in harmony have added so much value to that area, another example is 371 Wakefield Quay which is sympathetic to its environment. I feel that developments like Malthouse, Betts carpark, 71 Haven Rd, Trinity church and 317 Hardy Street are needed, but their design and appearance disconnect from us a people and are at odds with what you are trying to achieve. The later 2, Hardy St and Trinity church are in complete contrast to their surroundings and environment.

/rant.

ID # 10277



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10277
Name	Megan Sutherland-Berkett
Organisation	
Position	
Suburb / City	Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Looks like an inspiring place to live and work, and it would be great to have more places to hang out in the city.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Let's get started sooner!

I would like to see an inner city carparking building - the only solution in my opinion. I agree we need to move towards more sustainable transport modes but we will never eliminate cars and so we need to make allowances for convenient central parking, so not to disadvantage shop owners who are losing streetfront parking. YES to greenspaces!

ID # 10276



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10276
Name	Vaughan Watson
Organisation	
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I think it is a forward thinking idea that is necessary for our town to thrive. My feeling is that our city centre should be a place for people and not just for cars to drive through as fast as possible or to park as lazily as possible. There is much more to a city than those two factors! It would seem that international research shows this approach improvements for people's wellbeing and also business in the long term.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

I really hope lazy old people who drive cars everywhere and have nothing better to do don't derail these investments in our future!

ID # 10273



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10273
Name	Ursula Bowman
Organisation	
Position	Landscape architect
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

It is a forward thinking plan that will help Nelson grow in a sustainable and interesting way.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10272



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10272
Name	Georgie Kerby
Organisation	Skills
Position	Account Manager
Suburb / City	Nelson
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I support the developments of a precincts and encouraging play and creativity in the centre.

I support raising the residents too. I am impressed with the vision and the care taken with regards to the future.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

Concerns are the maintenance caused by intense greenery (leaves everywhere, pruning etc).

Second concern is for parking spaces. I wouldn't want businesses to suffer because of a lack of accessible and easy car parking.

ID # 10270



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10270
Name	Gerald Gaskell
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10268



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10268
Name	Cate Dewar
Organisation	
Position	
Suburb / City	The Wood
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

More community/people focused, less vehicles

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10267



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10267
Name	Eva
Organisation	
Position	
Suburb / City	Nelson
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	1
Don't Know	
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

I dont think nelson needs this.

It will cost a lot of our money that should be going towards other, more essential things such as, better support to the homeless, more trees along rivers and schools, but not needed in the city center as I personally think it is a waste of hard earned money and it may not be appreciated as much. We don't want another richmond!

Why did you select this option?

Is there anything else that you would like to add?

ID # 10266



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10266
Name	Robyn Sheves
Organisation	Nelson Lawn Tennis Club
Position	President
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

The City Centre needs some TLC, to be revitalised, to become a thriving hub for all of its citizens and visitors.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

I am submitting on behalf of Nelson Lawn Tennis Club

Please see attached



To NELSON CITY COUNCIL

20th September 2021

DRAFT NELSON CITY CENTRE SPATIAL PLAN: TE ARA Ō WHAKATŪ

On behalf of Nelson Lawn Tennis Club Incorporated (*Operators Licence number 224957*), the intent of this submission is to provide feedback on the draft Nelson City Centre Spatial Plan.

ABOUT NELSON LAWN TENNIS CLUB

Nelson Lawn Tennis Club (NLTC) was established in 1925. During this long tenure within the Nelson community, the club has always been an integrated fixture during local, regional, and national tennis events whereby encouraging anyone and everyone to participate in some form.

We are based in Rutherford Park next to Nelson Squash and Nelson Croquet Clubs. We have eight floodlit astro turf courts which replaced the asphalt courts that were a temporary surface when the old grass courts were removed in 2007.

The tennis courts themselves (*subject to use*) have an expected life span of approximately 10 to 15 years. Several of ours are already well worn and in need of replacement, evidence of the popularity of the club.

We have approximately 250 members, aged from 7 to 77, many of whom compete at club level and a small number who represent the region. Equally, Nelson Lawn Tennis Club host many events throughout the year, attracting volumes of visitors consisting of players, their partners, surrounding schools, supporters, and family, all in all too many to put an accurate number on.

If, however we take a conservative approach on the numbers of people visiting our facilities, one wherein I am confident we are under selling ourselves, it would easily be in excess of 10,000 visitors per year.

INTENT

As a (tennis) sports club our goal is to:

1. Successfully support existing members and the wider community to grow the game of tennis in the region and flourish through attracting new and retaining existing members.
2. Promote programmes and events to maintain existing members, attract new players and provide opportunities for all ages.
3. Encourage a welcoming place to host and engage visitors.
4. Make available to the community easy access to recreational facilities and activities; and
5. Continual improvement in our organisational performance and facilities.



RECENT SUBMISSION TO LONG TERM PLAN FOR CLUBHOUSE

Our past President Tim Raateland recently made a submission to the council Long Term Plan requesting the council's support for the development of a new clubhouse for NLTC.

Prior to the Rutherford Park and court development, NLTC did have a small clubhouse located off Paru Paru Road on the northern side of the then grass courts. We initially proposed relocating the clubhouse, however Council at the time were not in favour of this approach. We therefore sold the existing clubhouse for relocation to Victory Primary School. In the meantime, Nelson Lawn Tennis Club is hugely disadvantaged being the only tennis club in the Nelson Bays region without a clubhouse. We are often bypassed as the host of regional and national events because of the lack of facilities.

Being the only tennis club and community focused tennis facility within the City, we are always looking for ways in which to enhance our facilities by ensuring they are clean, presentable, safe, and inviting; not just the tennis community but also for visitors to our facilities from within the region and afar.

Nelson residents are spoilt for choice and we are competing for leisure time with other sporting activities in the region. A critical part of ensuring the long-term sustainability of our sports club is the introduction and development of new players and members. We have a duty as part of the tennis community to assist in providing, not just facilities that service the current needs of our members/players, but also those of the future.

In summary, NLTC is very keen to enhance its facilities, but imagine the possibilities if this was part of a bigger picture.....

TE ARA O WHAKATŪ

On behalf of the members of Nelson Lawn Tennis Club, I would like to submit feedback on the City Centre Spatial Plan.

From a sports club perspective, the most noticeable element that is missing from the draft plan is any mention of organised sport or recreation. Informal urban play is mentioned, but what about putting some thought in to the vital role sport plays in the health and well-being of communities and how the Rutherford Park/Trafalgar Park area could be enhanced to become the Sports Precinct for Nelson City? We would welcome the inclusion of a sports hub or precinct in the plan.

It would be an opportunity missed not to include a space where members of the public can meet, play sport and socialise afterwards - supporting Nelsonians to be healthier and more active right on their doorstep.

The plan talks about reducing the need for people to get in their cars. The Saxton Field complex does not lend itself to this vision for many people living in the city centre and we know of many families who do not participate in sports and recreation (particularly after school) at this venue, because the traffic going out of town at that time of day is particularly bad.



How wonderful would it be to create a sports hub right in the heart of the city alongside existing sporting facilities: Trafalgar Park (rugby), Nelson Lawn Tennis Club, Nelson Squash Club and Nelson Croquet Club.

Finally, it appears that sporting organisations were not part of the targeted community pre-engagement work (page 6) and we would be happy to be included in any future consultations.

Yours faithfully

Robyn Sheves

President

NELSON LAWN TENNIS CLUB INCORPORATED

ID # 10265



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10265
Name	Samuel Nevin
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

There are already many great things about Nelson's city centre, as it is reasonably vibrant for a town of this size.

Nevertheless, there are good opportunities to enhance Nelson's city centre and the draft spatial plan generally provides a good vision for what this may look like. It appears to have been well thought out and put together. Some additional matters to consider in the next box below.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Some additional thoughts to consider in the draft plan and any subsequent detailed plans established under it:

1. Parking: Should include infrastructure to support EVs.
2. Open space/pedestrian-only areas: Support these strongly. Including tables of eateries occupying public space. But just keep in mind those with limited mobility. Perhaps vehicle access to central areas is provided for those with limited mobility, as well as 5 min pick up/drop offs.
3. Traffic: Narrow roads should be one way - create a circular traffic flow with Bridge & Hardy Streets.
4. Sun: One of the drawbacks (in my view) is that many bars, restaurants and cafes in town lose the sun early. Perhaps buildings on the northern and western side of streets should be lower, with higher buildings on the eastern and southern sides of streets. Likewise with large trees. Also, perhaps consider enabling rooftop bars/restaurants in principle.
5. Green Star Buildings: Support/incentivise the construction of these in the city centre.
6. Mixed used buildings - generally support, with active (shop) frontages at ground floor level. The document mentions upstairs conversions for residential use - a good idea in general but need to be mindful of locations of existing/proposed bars. Over saturation of residential units above/in close proximity to bars will hinder nightlife and lead to constant conflicts re noise etc that the Council will be forever trying to resolve. Learn from other cities in NZ and overseas on this one.
7. Open up through to the Maitai River a little more (I think this is alluded to in the plan). Would be good to make more of this natural asset in the city - perhaps more eateries along the river mixed with the open spaces.
8. Be informed by matauranga Māori and local iwi/hapū design. See for example chch city centre has attempted to weave in local rununga design elements into their city centre rebuild.
9. The plan needs to make more acknowledgment to building resilience for sea level rise. Some parts of the centre are quite low-lying and already seem to be at risk during King tides etc.
10. Housing intensification of city centre is supported in principle. Need to provide parking (buildings?) for residents.

11. Detailed provisions will need to filter down through to statutory/regulatory documents. Provide some clear direction in this strategic spatial document that this is expected to occur, to avoid some of the same matters/principles in this strategic doc being revisited through other statutory/regulatory docs.

ID # 10264



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10264
Name	Jessie
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	1
Didn't Answer	

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

I like the greener streets and linked up laneways but I feel we do not need more residents as we already have a larger population and expensive houses.

Is there anything else that you would like to add?

ID # 10262



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10262
Name	Edward Priest
Organisation	Liz Evans. (partner)
Position	Retired Building and Engineering Designer
Suburb / City	NELSON
Postcode	7011

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

I believe that the city centre is the hub of the nation and that suburban shopping centres are just that.

Anything that makes it more pleasurable to visit for whatever reason is a plus but people need to be able to get there by car and park in the centre ie not walk 500 metres from your car to the shopping/business area. Seating area are OK but I don't think that too much emphasis should be placed on making the streets into a playground for young children. To this end it may be necessary to make a parking building in the central car parks as all the surrounding streets and the internal streets will be taken up with all day parking by people working in the city.

Why don't you support this vision?**Why did you select this option?****Is there anything else that you would like to add?**

The city bus service will need to have a huge improvement to get many people as has been proposed to use that service. Biking is only for a few and not for shoppers. Closing shopping roads can be detrimental to business for the aforesaid reason as was evidenced in Launceston ,Tasmania, a city of similar size to Nelson.

The idea of a pool in upper Trafalgar Sty is fraught with H & S problems and on-going costs in cleaning ,Filtration, running costs and common maintenance all of which would be a Council cost wioth no direcy benefit to the Council.

ID # 10261



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10261
Name	Kate Malcolm
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Tena Koutou.

I wish to comment on your spatial plan for 30 years of development in the Nelson CBD.

1) Bridge Street should be planned as a foreshore esplanade with a boat harbour where Whakatu Square is currently. This will cater for a ferry from Motueka and other small scale sea-borne passenger transportation.

This foreshore should be planted as proposed to link Anzac lagoon with Queens water gardens.

2) A central city library should be sited somewhere near the base of the church steps to be close to schools and cafes.

3) A playground should be created on the sunny northwest side of the slope below the cathedral.

4) An wide and beautiful overbridge should link the Church steps with the top of Trafalgar St. Seating should be available on the bridge.

5) The Museum should be shifted away from its sunny corner whose sunshine benefits it doesn't utilise. This corner site would be good for medium high-rise residential ie no more than 3 storeys so that shade is not cast on upper Trafalgar St.

6) The two sites earmarked for high rise affordable housing would need to be certified as above projected inundation zones for Council to responsibly sell it for this purpose.

Thank you for the opportunity to comment.

Kate

ID # 10260



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10260
Name	Martin Anderson
Organisation	
Position	
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Kia ora,

My wife and I currently live in Wellington and own our family home in Nelson so are ratepayers.

I love and fully support the vision set out in the publication that was delivered to households. I particularly like the vision of the city centre as a destination with local and unique shopping. In my travels around Aotearoa I've noted many main streets that could be anywhere, same chain stores with the same livery etc. The vision for Nelson proposes a city centre that is unique and links the existing infrastructure that sets Nelson apart.

A centre that is pedestrian, scooter, cycle friendly really appeals to me. I would like to see more about how people will be encouraged to get to the city by means other than a car. Infrastructure for secure bike or scooter storage would be good to see in the plan.

Looking forward to seeing the vision become reality.

Martin Anderson

ID # 10259



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10259
Name	Richard Brudvik-Lindner
Organisation	Whakatū Intellectual Capital Kohanga
Position	Convenor
Suburb / City	
Postcode	

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Kia ora koutou katoa NCC Councillors & Staff:

Lots of inspiring work (great mahi) in this draft spatial plan for the CBD. Deep appreciation to councillors for getting us this far, and to council staff for what is no doubt a heavy workload behind this plan. And, it has to be said, that there is clearly a lot of skilled talent and creativity that has been put into this draft. Thank you for all of that!

The most important thing about a new spatial plan is that it creates the potential for more prosperity, equity, liveability, sustainability and vitality for our community. This mainly means getting more density in the CBD – in terms of residences, offices and retailers – and that this is done in a way that makes the city a social hub, an economic engine and a place that is easy to get around in. We will want to do this in a way that connects us to nature and the natural world (te Taiao) more.

The proposed Te Ara ō Whakatū - Pathway of Nelson - City Centre Spatial Plan moves in that direction, with the above-mentioned priorities clearly expressed in the conceptual designs and in the design intent. This submission offers complete support for the general concepts portrayed and the direction forward this draft plan advocates, though it asks for more than what is currently being proposed, and it asks for refinements within that directional movement.

The pace of the proposed change is too slow. This needs to be a 16 year plan, not a 30 plan. We are behind and getting more behind. The world is demanding transformational change, and the youth/rangatahi of today expect us to do more -- more quickly. Please move more quickly, more confidently and more assertively toward transformative change for our CBD and the city overall. This draft plan is too timid, is not holistic enough, and not ambitious enough. Political courage will be needed, as will confident leadership.

This submission offers full endorsement for each of the 8 Key Actions, the Strategy and the Vision. Though there are some comments below suggesting modifications congruent with the overall thrust of the vision, strategy and actions:

1. The CBD plan cannot be developed without taking a more holistic approach that shows how the CBD builds, feeds ,draws from, and connects, key precincts and corridors. The current draft plan is too narrow in scope. It does not make clear its relationship to the CBD fringe, and other precincts. It should encompass a hub and spoke approach (this will also help with thinking about parking, modal shift, public transportation, and other transport issues) that connects the CBD to adjoining precincts, and develops corridors as the connectors between the CBD and these precincts :

- a. South St/ Nile St precinct
- b. Founders Park/The Wood precinct
- c. NMIT precinct
- d. Botanical Reserve precinct

- e. Riverfront precinct
- f. Marina precinct
- g. Stepneyville precinct
- h. Victory precinct
- i. Washington Heights precinct
- j. The Brook precinct
- k. Medical/Hospital precinct (Recognising and growing our medical economy and better connecting the substantive employment there to the CBD)

The proposal for significant residential development adjacent to the Maitai Valley shows the importance of moving fast with this type of more holistic approach. And, eventually this kind of thinking should be extended to Tahunanui, Atawhai and adjacent areas as well.

2. Become explicitly and integrally linked to low-environmental-impact intellectual capital economic development. The CBD plan should be explicit about what it needs to do (design features, etc) that enhance, attract and build a "lightweight" economy in our CBD. What will make that work in our CBD, and how do we lay that "infrastructure" now? The plan needs to show a direct link between urban design and economic development, as well as environmental sustainability/regeneration and aesthetic development (keeping arts, creativity and aesthetics at the forefront of the physical transformation of our public spaces, amenities and infrastructure).

3. Developing a fringe donut residential area – The draft plan should include plans for how to develop the "fringe" surrounding it, and the fringe relates and connects to the CBD and vice-versa, showing how each plays an ACTIVE, interactive role in enhancing the other. Peter Olorenshaw has outlined in various submissions to NCC how development of middle-density townhouse inner fringe housing (a townhouse donut zone) can be done. The plan must be holistic, not just artificially ring-fenced off based on some administrative decision to keep the CBD design "contained". In daily real life the CBD is not ring-fenced, contained, it is CONNECTED to adjoining spaces and should be even more connected (see precincts above), and the plan should embrace that reality. I know there is an aversion in council management to "scope creep" but when scope is artificially limited, scope creep is a virtue not a vice.

4. The "See & Be" scene – It is important the CBD design recognises its role in creating connections – and that means:

- Making places for people who want to see – to watch the world go by. For many low mobility elderly – people who want to see and connect – this kind of public space is important.
- Making places for people who want to be – to connect by being among, without being active – spaces that are simultaneously reflective and connective.
- For these first two groups it is important that these are comfortable spaces to sit (so have comfortable arms and backs on the seating throughout the CBD – not just on Trafalgar St – as many of the indicative drawings show backless benches and seating as the predominant type of seating)

- People who want to be seen – to create a bit of promenade, or “parade”, which adds a level of “active” vibe that counterbalances the other two above.

5. Arts & architecture – it would be good if aesthetics were made a distinct and explicit part of the plan, naming public art, attractive architecture and architectural elements and aesthetic enhancement as articulated, active components of the plan. They are implicit in the draft plans in some ways, but they (and our arts and creative community) have no voice in the plan as currently conceived. And, it would be good if this explicit articulation encouraged existing businesses to enhance the aesthetics and plantings of their properties as a major element of the plan. And, a step beyond that, we have to create incentives for developers not to populate the cityscape with brutal, tilt-up concrete panel buildings, and to limit the role of car yards in the CBD. What aesthetic are we articulating and supporting in this plan?

6. Kāinga Ora and housing – The objectives outlined in the Raising Residents section of the draft plan is fully supported. This draft plan does not make it clear what needs to be in place to encourage more people to live in town. Which, to be fair, is not the purpose of a conceptual spatial plan; but, without that kind of detail it is hard to provide meaningful input. That said, the goal of partnering with Kāinga Ora to provide affordable housing in Nelson is commendable, and at that face value is fully supported by this submission. However, the details of what NCC would do with Kāinga Ora need to be further developed. The desirability of the proposed project, in practice, not in theory, depends on the plans for execution. It seems the safer route for Nelson at the moment would be to make any building developed in conjunction with Kāinga Ora a building that is mixed use (retail, office, residential) with the priority on affordable housing over social housing. Social housing is needed and supported; but, if Kāinga Ora gets that wrong in any way on this proposed site this could seriously impair, or outright sabotage, the attempt to move people to intensified urban living in the Nelson CBD for decades to come. If this project goes forward with Kāinga Ora including social housing, could there be a “rebound” or “reversion” clause in the agreement such that if Kāinga Ora’s detailed plans for social housing do not gain community support, and consequently pass the muster with NCC, then the deal between NCC and KO could be rescinded, with purchase funds returned to KO and the property returned to NCC. This development has to be 110% right or else grander plans for housing in the CBD could be scuttled for the foreseeable future. The first project has to be thought of as a “confidence-builder” for the community; and if successfully received by the populace, could then be a model for a more ambitious social housing effort.

7. The draft plan has missed the opportunity to enshrine and celebrate the weird, the funky, the quirky and the unique in our CBD, and to make that a design goal, as a way to imbue the CBD with a “personality” and uniqueness when compared to other CBDs. We don’t want to end up with just the standard 21st Century urban vernacular (which will increasingly be found in any city). Our CBD plan should aspire to be one step ahead to preserve what makes us unique.

8. Part of the plan should be to close more streets to motor vehicle traffic over time, creating a more “pedestrian mall” feel to the CBD.

9. Alternate mobility – Can we make sure the plan going forward is more explicit about how it will facilitate movement for those with mobility impairments; and, that it will keep in the forefront of design other alternative mobility modes that may become more ascendant as the dominance of the internal combustion engine recedes with time – future-proofing the CBD with great flexibility to incorporate alternate transportation (whether it be skateboards, mobility scooters, skates, e-scooters, quadracycles, e-golf cart, hoverboards, etc.).

10. History/heritage taonga and tikanga more evident in CBD – As the city is transformed we don't want to lose our history, our heritage, our taonga. Can this also become a more explicit part of the plan?

11. Invite Diversity – It is good to see this explicitly called out in the plan. It will be important that this is turned into concrete actions that make spaces in our place for elderly people to feel like they are a part of the life of CBD (not just wrinkled accessories); for teens and children, for young adults and young professionals, for tertiary students, for marginalised ethnic, ability and economic groups.

12. Hidden havens, placid alcoves with intimate scale – While page 49 hints at this, the request of this submission is that we make it clear that unprogrammed spaces are provided that will allow a more intensely residentialised CBD to offer the kinds of alcoves and havens that local residents then "program" themselves, or use as refuge from the bustle of city life. And, of course keeping the human scale, an intimate scale front of mind when designing the new spaces. We don't want it to have the sterile quality of many commercial indoor malls, that are devoid of human scale and intimate spaces.

13. Greening should be a mix of plants that say in their universal iconography (independent of language and culture) "sunshine" "relaxed" "cheerful" and "exotic" – not just natives. Also make it clear we understand that plantings need to be colourful, many with attractive fragrances – the total "sensual" experience of plantings.

14. Whimsy, wit and wonder – Again the plan hints at, but it would be better if it was more explicit in stating an intent to provide discovery, wonder, wit and whimsy as a valued element in the revitalised CBD design. Clearly, engaging with our arts and creative community will be key to assuring these important elements are part of the final design.

15. Again, while it is understood this is a "directional" plan, it would be good if the plan was more explicit about the integral role of "Work-Live-Play-&Innovate" spaces in a revitalised CBD; plus, what will be done to create them, what they might look like, and how might they be integrated..

16. Re-programmable parking spaces -- There should be flexible programming of parking spaces directly adjoining CBD buildings. This should be a named goal of the re-design. Allow more businesses to use parking spaces for al-fresco dining (maybe every Thursday night) and allow more shops to spill into the streets, car parks and foot paths on a flexibly-programmed basis.

17. Parking – Much as modal transportation shift is needed right now, there are many reasons people bring cars to the CBD. If we want the Nelson CBD to be a magnet for Te Tau Ihu, then many people will drive cars from the farthest reaches to get here. Even with dramatic public transportation improvements (which this submission supports) we will want people to arrive in the CBD in whatever way best suits their circumstances (we cannot dictate to people what suits them best). So...we need to do everything we can to reduce commuting by car and to reduce internal combustion engine movement into the city, but we also need to make peace with the fact that cars (in some form or fashion) will be a part of our cityscape for years to come.

This submission supports removing street carparks from the CBD streets at an accelerated rate; however we will need some multi-story parking garages that allow drivers to become pedestrians as they arrive on the fringes of the CBD. A dumbbell parking model might be a good way to accomplish this. A dumbbell model would put multi-story public garages at either end of a pedestrian mall/corridor (say Rutherford-Waimea). For example a multi-story parking garage adjoining the re-developed hospital would provide parking for both the hospital, for 5 schools in the area, and for those

living in, or commuting to, the CBD -- if Waimea/Rutherford St (from Hampden St toward the CBD) is turned into a heavily-planted, tree-lined parkway for pedestrians, public transportation (autonomous e-trams running non-stop every 5 minutes, and conventional longer haul buses), alternative vehicles and limited access for other vehicles. The other end of the dumbbell would be an equivalent parking structure located near Trafalgar Centre at the other end of this parkway down Rutherford St. But this could only make sense if it was paired with dramatic reduction in the number of car parks along streets in the CBD and probably also in some existing large car parks like Montgomery Square (maybe allowing open air markets in Nelson much of the week where formerly cars had parked in the city). NCC must work very closely with NMDHB, the Ministry of Health and Waka Kotahi to create a smart integrated plan that would allow seamless solutions like these. This submission maintains that this should be an absolute priority for NCC.

Which raises the question, although it has been made clear that a parking strategy for the CBD is coming, how are existing carparks (eg: Buxton Square carpark) to be developed as part of the City Centre Spatial Plan? These carpark related issues must be hand-and-glove connected to overall CBD re-design.

Richard Brudvik-Lindner

Convenor

WICK

Whakatū Intellectual Capital Kohanga

ID # 10257



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10257
Name	Susan Jenkins
Organisation	Abbeyfield New Zealand
Position	Executive officer
Suburb / City	CBD
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	1
No	
Don't Know	
Didn't Answer	

Why do you support this vision?

We need to planning ahead for new ways of living and being in urban spaces.

I like the concept of community building in this way. I've lived in other cities where more space for people has been created by limiting or diverting vehicle access.

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

ID # 10256



Te Ara ō Whakatū - the pathways of Nelson Form Submission

ID #	10256
Name	Gaire Thompson
Organisation	Thompson Property Group
Position	
Suburb / City	Nelson
Postcode	7010

Do you support Te Ara ō Whakatū as a people focused, place-based 30-year vision for Nelson's city centre serving as a guide for future development?

Yes	
No	
Don't Know	
Didn't Answer	1

Why do you support this vision?

Why don't you support this vision?

Why did you select this option?

Is there anything else that you would like to add?

Submission re Nelson Spatial Plan

I am very concerned re the proposed 30 year plan proposed for the Nelson CBD AND VERY DISSAPOINTED THAT NO NOTICE HAS BEEN TAKEN OF THE VALID POINTS RAISED BY THE BUSINESS COMMUNITY at the engagement group meetings

-what is proposed is very expensive and will not achieve the prime purpose of bringing activity to the central city.

-reducing car parks will only hamper the activity in the central city.

-restricting the roads and making any of them one-way will discourage people from shopping in Nelson

-planting 1000 trees is nice in theory but not good in reality as the leaves cause a major issue in the gutters in nearby buildings. Their roots also can cause a problem with drains and surrounding pavements.

-Nelson is very active and lively during summer with plenty of people in town, but what we need is promotion of winter tourism to assist the cafes, restaurants, and retailers during this period.

-inner city rates are already very high compared to Richmond and what is proposed will only be a further burden on the CBD ratepayers.

Councillors please do not get sucked in by pretty pictures as Nelson is NOT A LARGE EUROPEAN CITY but a provincial town in New Zealand with many elderly residents, and people that come to it from out of town so therefore car access and parking are vital and needs to be all around the city or we will see the number and variety of shops diminish.

I believe that the hour free parking was a great move, and possibly could be extended by introducing free parking before 11am for seniors as is the case in Wanganui thereby attracting them into town without putting too much pressure on time.