



**Notice of the ordinary meeting of**

**Nelson City Council**

***Te Kaunihera o Whakatū***

Date:	Tuesday 4 May, reconvened on Wednesday 5 May and Thursday 6 May 2021
Time:	9.00a.m.
Location:	Council Chamber Civic House 110 Trafalgar Street, Nelson

**Agenda**

***Rārangi take***

**Mayor** Her Worship the Mayor Rachel Reese

**Deputy Mayor** Cr Judene Edgar

**Members** Cr Yvonne Bowater

Cr Trudie Brand

Cr Mel Courtney

Cr Kate Fulton

Cr Matt Lawrey

Cr Brian McGurk

Cr Gaile Noonan

Cr Rohan O'Neill-Stevens

Cr Pete Rainey

Cr Rachel Sanson

Cr Tim Skinner

**Quorum** 7

**Pat Dougherty**  
**Chief Executive Officer**

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision. For enquiries call (03) 5460436.

Following are the values agreed during the 2019 - 2022 term:

- A. Whakautetanga: respect
- B. Kōrero Pono: integrity
- C. Māiatanga: courage
- D. Whakamanatanga: effectiveness
- E. Whakamōwaitanga: humility
- F. Kaitiakitanga: stewardship
- G. Manaakitanga: generosity of spirit Karakia Timatanga

**Karakia Timatanga****1. Apologies**

Nil

**2. Confirmation of Order of Business****3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

**4. Mayor's Report****5. Hearing of Submissions to the Draft Long Term Plan 2021 - 2031 and to the Draft Development Contributions Policy 2021**

Document number R24834

Note: Council resolved on 18 March 2021, to concurrently consult on the Draft Long Term Plan 2021 – 2031 and on the Draft Development Contributions Policy 2021. Hearing of submissions will also be held concurrently.

As requested, agenda page numbers have been removed from the submissions to align with the Hearings Schedule pages.

**5.1 Draft Hearing Schedule (4, 5 and 6 May 2021) 6 - 12**

Document number A2628305 attached (Attachment 1)

***Please note that speaking slots are still being scheduled and an updated Hearing Schedule will be tabled at the meeting.***

**5.2 Draft Long Term Plan 2021 – 2031 Index and submissions**

Draft Long Term Plan 2021 – 2031 submissions can be viewed on Council's website. These documents have been circulated separately.

<http://nelson.govt.nz/council/consultations/received-submissions/>

5.3 **Late submissions to the Draft Long Term Plan 2021 – 2031**

**13 - 72**

Document number A2628645 attached (Attachment 2)

5.4 **Development Contributions Policy 2021 Index and submissions**

**73 - 159**

Document number A2624441 attached (Attachment 3)

CONFIDENTIAL Business

**6. Exclusion of the Public**

Recommendation

***That the Council***

- 1. Confirms, in accordance with sections 48(5) and 48(6) of the Local Government Official Information and Meetings Act 1987, that Daryl Wehner, CEO of Port Nelson Ltd, remain after the public has been excluded, for Item 1 of the Confidential agenda (Port Nelson Ltd – Additional confidential information to submission 28018 to the Draft Long Term Plan 2021 - 2031), as he is providing the confidential information that will assist the meeting.***

Recommendation

***That the Council***

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***



<b>Item</b>	<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Particular interests protected (where applicable)</b>
<b>1</b>	<b>Port Nelson Ltd - Additional confidential information to submission 28018 to the Draft Long Term Plan 2021 - 2031</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</li> </ul>

**Karakia Whakamutunga**

Item 5: Hearing of Submissions to the Draft Long Term Plan 2021 - 2031 and to the Draft Development Contributions Policy 2021: Attachment 1

<b>Tuesday 4 May 2021 - 9am to 12.30pm - Draft Long Term Plan 2021-2031 - Hearing Schedule</b>		
<b>Page No.</b>	<b>Time</b>	<b>Speaker (Submission ID)</b>
Vol 2/130	9.10am	Nelson Youth Councillors - 27452
	9.20am	
Vol 2/102	9.25am	Laurel Hilton - Good Gold - 27311
Vol 3/400	9.30am	Dean Straker 28623
Vol 2/92	9.35am	Tim Bayley - 27277
	9.40am	
Vol 3/40	9.45am	Pierre Gargiulo - JS Ewers Ltd - 28353
Vol 3/1175	9.50am	Stuart Walker - Alternative Power - 28864
Vol 4 / 14	9.55am	Nelson McEwan - 29438L
Vol 3/509	10.00am	Jane Murray (Lexi O'Shea?) - NMDHB - 27723
	10.05am	
Vol 3/1045	10.10am	Paul Matheson - Tahuna Business Ass - 28732
Vol 3/162	10.20am	Lucinda Blackley-Jimson - TB Heritage Trst - 28712
<b>Morning Tea</b>		
Vol 3/479	10.50am	Dr Catherine Wheeler - 27608
Vol 3/628	10.55am	Katharine Malcolm - 28064
Vol 3/399	11.00am	Caroline Vine - 28606
	11.05am	
Vol 3/319	11.10am	Richard Martin - Nelson Rowing Club - 28326
Vol 3/409 & Vol 3/402	11.20am	Olly Powell - 28636
	11.25am	
Vol 3/300	11.30am	Megan Birss - Nelson Gymsports Collective - 28477
Vol 3/819	11.40am	Iain Sheves - Wakatu Incorporation - 28475
Vol 4/46	11.45am	Alastair Cotterill - 29430L
Vol 3/919	11.50am	Susan Ledinghan - 28564
Vol 3/812	11.55am	Johny O'Donnell - 28470
Vol 3/794	12 Noon	Christian Galbraith - 28445
	12.05pm	
Vol 3/448	12.10pm	Richard Osmaston - Money Free Party NZ - 28438
Vol 3/297	12.20pm	Peter van den Bogaardt - Tasman Rugby Union Inc - 28400
<b>Lunch</b>		

A2628305

Item 5: Hearing of Submissions to the Draft Long Term Plan 2021 - 2031 and to the Draft Development Contributions Policy 2021: Attachment 1

<b>Tuesday 4 May 2021 - 1.30pm to 6.00pm - Draft Long Term Plan 2021-2031 - Hearing Schedule</b>		
<b>Page No.</b>	<b>Time</b>	<b>Speaker (Submission ID)</b>
Vol 1/14	1.35pm	Stacey Fellows - Businesses for Climate Change - 27204
Vol 2/95	1.45pm	Natalie Gousmett - 27284
	1.50pm	
Vol 3/75	1.55pm	Dr Fiona Ede - Tasman Environment Trust - 27734
Vol 2/144	2.05pm	Ru Collins - Brook Sanctuary - 27466
	2.10pm	
Vol 3/465	2.15pm	John Higginbotham - Nelson Consulting Engineers - 27579
Vol 3/78	2.20pm	Leeson Baldey - Warmer Healthier Homes Te Tau Ihu Charitable Trust - 28061
Vol 3/87	2.25pm	Julie Nevin - Nelson Tasman Climate Forum - 28471
	2.35pm	
Vol 3/306	2.40pm	Derek Shaw - TTS Charitable Trust - 28664
Vol 3/52	2.50pm	Natasha Berkett - Waimea Irrigators - 28904
Vol 3/753	2.55pm	Jacquetta Bell - 28337
Vol 3/150	3.00pm	Maria Anderson - Arts Council Nelson - 28382
	3.10pm	
Vol 3/789	3.15pm	Lindsay Wood - Resilienz Ltd - 28431
Vol 3/885	3.25pm	Tilman Walk - 28530
<b>Afternoon Tea</b>		
Vol 3/717	3.50pm	Penny Molnar - Nelson Women's Centre - 28269
Vol 3/762	4.00pm	Murray Dawson - 28363
	4.05pm	
Vol 3/689	4.10pm	Suzanne Bateup - 28233
Vol 3/890	4.15pm	Jack Collin - Social Credit NZ - 28532
Vol 3/333	4.25pm	Marnie Brown - 28429
Vol 3/1136	4.30pm	Barry Thompson - 28807
Vol 3/1039	4.35pm	Bruce Gilkinson - Businesses for Climate Action - 28729
Vol 3/71	4.45pm	Gillian Bishop - Tasman Environmental Trust - 28488
Vol 3A/5	4.55pm	Hannah O'Malley - Good Food Group - 28492
Vol 3/1066	5.05pm	Dr Aaron Stallard - Zero Carbon Nelson - 28769
Vol 3/849	5.15pm	Paul Lowry - Waimarama Organic Gardens - 28496

Item 5: Hearing of Submissions to the Draft Long Term Plan 2021 - 2031 and to the Draft Development Contributions Policy 2021: Attachment 1

Tuesday 4 May 2021 - 1.30pm to 6.00pm - Draft Long Term Plan 2021-2031 - Hearing Schedule		
Page No.	Time	Speaker (Submission ID)
Vol 3/397	5.25pm	Susan Drew - 28495
Vol 3/987	5.30pm	Richard Brudvik-Lindner - WICK - 28706
Vol 3/276	5.40pm	Philip Thomson - Nel Bays Football/Tasman Rugby - 28319
Vol 3/1051 & Vol 3/566	5.50pm	Debs Martin - Forest and Bird - 28738 & 27917

DRAFT

Item 5: Hearing of Submissions to the Draft Long Term Plan 2021 - 2031 and to the Draft Development Contributions Policy 2021: Attachment 1

<b>Wednesday 5 May 2021 - 9am to 12.30pm - Draft Long Term Plan 2021-2031 - Hearing Schedule</b>		
<b>Page No.</b>	<b>Time</b>	<b>Speaker (Submission ID)</b>
Vol 1/37	9.05am	Milo Coldren - 27126
Vol 1/40	9.10am	Pip Stark - 27200
Vol 3/1082	9.15am	Roslyn Taylor - 28774
Vol 2/37	9.20am	Ludovic Romany - 27424
Vol 2/9	9.25am	Elizabeth Dooley - 27256
Vol 2/30	9.30am	Diane Goodman - 27351
	9.35am	
Vol 2/14	9.45am	Marianne H van Wanrooy - 27297
Vol 2/98	9.50am	Rose Michel von Dreger - 27291
	9.55am	10 Mins Break
Vol 3/170	10.05am	William Stone - 27549
Vol 3/265	10.10am	Susan Coleman - 28907
Vol 3/612	10.15am	Daniel Jackson - 28012
Vol 3/1201	10.20am	Sue Herd - 28883
Vol 3/896	10.25am	Ali Boswijk - NT Chamber of Commerce - 28541
<b>Morning Tea</b>		
Vol 3/390	10.50am	Carrie Mozena - Nelson Tasman Housing Trust - 28427
Vol 3/495	11.00am	Andrew Dunlop - 27677
Vol 3/1252	11.05am	Yachal Upson - 28912
Vol 3A/13	11.10am	Sean O'Connor - 27730
Vol 3/290 & Vol 4/29	11.15am	Ben Pointer & Belinda Crisp - Nelson MTB Club - 28390 & 29442L
	11.25am	
Vol 3/267	11.30am	Brian McIntyre - Friends of Wakapuaka Cemetery - 28290
Vol 3A/39	11.40am	Matthew Kidson - Kernohan Engineering - 28244
Vol 3/878	11.45am	Alison Howard - 28523
Vol 3/739	11.50am	Adrian Parlane - 28312
Vol 3/755	11.55am	Steven Gray - Friends of the Maitai - 28351
	12.05pm	
Vol 3/274	12.10pm	Matty Anderson - 28243
Vol 3/692	12.15pm	Maria Busching - 28237
Vol 3/923	12.20pm	Ian Andrews - 28566
<b>Lunch</b>		

Item 5: Hearing of Submissions to the Draft Long Term Plan 2021 - 2031 and to the Draft Development Contributions Policy 2021: Attachment 1

<b>Wednesday 5 May 2021 - 1.30pm to 4.00pm - Draft Long Term Plan 2021-2031 - Hearing Schedule</b>		
<b>Page No.</b>	<b>Time</b>	<b>Speaker (Submission ID)</b>
Vol 3/1194	1.25pm	Ian Barker - 28875
Vol 3/878	1.30pm	Alison Howard - 28523
Vol 3/1102	1.35pm	Mike Ward - 28790
Vol 3/1160	1.40pm	Ren Kempthorne - 28855
Vol 2/73	1.45pm	Lewis Solomon - Hardy Partnership - 27299
Vol 3/1225	1.40pm	Anne Rush - 28892
Vol 1/286	1.55pm	Steve Cross - Nelson Residents Assn - 27157
	2.05pm	Break 10 mins
Vol 3A/11	2.15pm	Ian MacGregor - 28787
Vol 3/1231	2.20pm	Caren Genery - 28896
	2.25pm	
Vol 3/1221	2.30pm	Ifor Flowcs-Williams - Cluster Navigators Ltd - 28888
Vol 3/272	2.40pm	Craig Mills - Marsden Funeral Services - 28808
Vol 3A/19	2.50pm	Gaire Thompson - Thompson Prop Group - 29420
Vol 3/1130	2.55pm	Robert Stevenson - 28801
Vol 3/573	3.00pm	John Fitchett - 27925
<b>Afternoon Tea</b>		
Vol 3/1146	3.20pm	Martin O'Connor - Federated Farmers - 28851
Vol 3/231	3.30pm	Heather Thomas - Citizens Advice Bureau - 28447
Vol 3/419	3.40pm	Andy Wotton CEO - Nelson Airport - 28802
Vol 3/417	3.50pm	Daryl Wehner CEO - Port Nelson - 28018
	4.00pm	

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<b>Thursday 6 May 2021 - 9am to 12.30pm - Draft Long Term Plan 2021-2031 - Hearing Schedule</b>		
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DevC/7	9.05am	Graham Thomas (Marsden Park Developments) - 28066
DevC/26	9.10am	Dr Monika Clark-Grill - 28387
DevC/36	9.15am	Stephen & Julie Clements - 28737
DevC/34	9.20am	Gaire Thompson - 28734
DevC/27	9.25am	Peter Taylor - 28397 (Development Contributions)
DevC/42 & Vol 3A/2	9.30am	Jackie McNae - Stoke Valley Holdings Ltd - 28751 (DC) & 29419 (LTP)
Vol 1/194	9.35am	Dan McGuire - 27028
Vol 3/352	9.40am	Sarah Holmes - Nelson Tasman Business Trust - 28262
Vol 3/769	9.50am	Peter Taylor - 28374
	9.55am	
Vol 3/741	10.00am	Nigel Muir - Sport Tasman - 28316
Vol 3/315	10.10am	Elspeth Macdonald - 28215
Vol 1/305	10.15am	Chris Fitchett - 27235
Vol 3/381	10.20am	Sarah Thornton - 28181
Vol 3/383	10.25am	Lucy Charlesworth - 28228
<b>Morning Tea</b>		
Vol 1/267 & Vol 3A/35	10.50am	Gwen Struik - 27094 & 29446
Vol 3/147	11.00am	John Wyllie - Nelson Community Patrol - 28051
Vol 2/154	11.10am	Karen Driver - 27488
Vol 3/370	11.15am	Daniel Levy - 27658
Vol 3/529	11.20am	Monika Clark-Grill - 27776
	11.25am	
Vol 3/468	11.30am	Georgina Pattullo - Tasman Bay Backpackers - 27592
Vol 3/447	11.35am	Eric Ingham - 27906
Vol 3/378	11.40am	Myriam Goos - 28014
Vol 3/377	11.45am	Roland Goos - 28010
Vol 2/152	11.50am	Richard Sullivan - 27486
Vol 3/610	12 Noon	Susan Macaskill - 28005
	12.05pm	
Vol 3/57	12.10pm	Anne Dickinson - Maire Stream Guardians - 28013
Vol 3/313	12.20pm	Tim Babbage - Nelson Sea Sports Alliance - 27976
<b>Lunch</b>		

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<b>Thursday 6 May 2021 - 1.30pm to 4.00pm - Draft Long Term Plan 2021-2031 - Hearing Schedule</b>		
<b>Page No.</b>	<b>Time</b>	<b>Speaker (Submission ID)</b>
Vol 1/231	1.35pm	Jo Coughlan - NZ Chinese Language Week Trust - 26996
Vol 1/174	1.40pm	Tim Raateland - Nelson Lawn Tennis Club Inc - 27084
	1.50pm	Break
Vol 1/192	1.55pm	Belinda O'Donoghue - 27211
Vol 1/286	2.00pm	Gaire Thompson and Sue Garner - Nelson Residents Assn - 27157
Vol 2/64	2.10pm	Tony Haddon - 27321
Vol 1/241	2.15pm	Rt Hon Sir Don McKinnon - NZ Memorial Museum Trust - 26997
Vol 2/63	2.25pm	Caroline Vine - 27300
	2.30pm	
Vol 1/199	2.40pm	Maria Fredatovich - 27100
Vol 1/201	2.45pm	Mohun Krishnasamy - 27107
Vol 1/221	2.50pm	Eva Pick-Stone - 27156
Vol 1/224	2.55pm	Gretchen Holland - 27194
<b>Afternoon Tea</b>		
Vol 2/86	3.20pm	Catherine Harper - 27262
Vol 3/536	3.25pm	Debbie Daniell-Smith - 27781
Vol 3/608	3.30pm	Roger Gibbons - Nelson Marina Advisory Group -27982
Vol 2/47	3.40pm	Emma Saunders - 27327
Vol 3/589	3.45pm	Steve Cross - 27967
Vol 3/1058	3.55pm	Joanna Plows - 28764
Vol 3/1244	4.00pm	Naomi Solomon - Ngati Toa - 28910



# Late Submissions to the Long Term Plan 2021 – 2031 Volume 4-Late

Printed 29 April 2021



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## Submission Summary

### Long Term Plan 2021-2031 Consultation - Submission #29441

**Robynne Johansen**

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	05. Flood Protection		<p>To The Submission's Team:</p> <p>I would like to make a late submission regarding a request for a wall to be built around the Monaco seafront to protect the road and resident's property, plus to prevent further erosion along the edge of the road and the small reserve on the seafront of Martin Street.</p> <p>A sea protection wall needs to be built asap to prevent any further erosion and risk to residents property. Monaco is a very unique natural environment which gives an immense amount of pleasure to many Nelsonian's and visitors.</p> <p>A wall would also prevent the need for the continual cleaning up of debris from high tides and continual repairs to the asphalt road edge, which in the long term will save council money.</p> <p>The sea protection wall that was rebuilt in Redcliffs after the earthquakes in Christchurch could provide some design ideas for a similar wall around at risk areas of the Monaco seafront. Please view article:</p> <p>'Redcliffs celebrates completion of new seawall: Newsline'</p> <p><a href="https://newsline.ccc.govt.nz">https://newsline.ccc.govt.nz</a></p> <p>Thank you for your time in reading my submission.</p> <p>Regards</p> <p>Robynne Johansen</p>

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29437

**Lloyd Harwood**

Community Arts Manager Arts Council Nelson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	010. Social		Please see attached

Nelson City Council  
Civic House. Nelson.

April 2021

**Re: Request for increased funding for the Nelson City Council Community Grant Agreement with Arts Council Nelson [ACN] / Refinery ArtSpace for the period: 1<sup>st</sup> July 2021 – 30<sup>th</sup> June 2024**

**Rationale:**

Over the last 12 months Arts Council Nelson has experienced a significant increase in service delivery to the Arts for the Nelson community. This is mostly attributed to the decision council made to assist ACN to relocate to the 114 Hardy Street site in July 2020 and re-open the Refinery ArtSpace in August 2020. The move was initiated due to its original site having serious earthquake risks, however the new location has been met with a positive community engagement that was instantaneous and exceeded our expectations. Visitor numbers have more than doubled and community interactions and support for the Arts in this region continue to grow with extremely positive feedback.

ACN is now experiencing a diverse level of engagement from visitors, art sector groups and regional artists, well beyond that it has been able to achieve in the past. We believe this is down to four key factors:

- **Location** – more accessible with greater passing foot-traffic and street visibility.
- **Physical spaces** – allowing greater flexibility for exhibitions plus additional room to facilitate and host creative community arts projects, performances, rehearsals, workshops as well as the ability to respond to community needs for un-programmed 'pop-up' exhibitions.
- **Diverse Exhibition and Events Programme** – which changes monthly and captures the imagination and interest of a wide cross section of our community.
- **Personnel** – ACN currently has a particularly experienced, strong, hardworking and personable team of staff and Executive members who collectively strive toward providing inclusive, accessible and positive arts experiences for our diverse communities.

ACN is immensely proud of the extended outcomes achieved in the new location and look forward to building upon this success. This has however, inevitably come at a financial cost for the organisation which has had to dig heavily into its limited reserves to meet the additional workload and staff hours required to meet the growth in engagement and enquiries for future usage.

Further to internal performance reviews ACN has identified that to maintain and increase positive community outcomes, and cope with the increased administrative accountabilities, the part-time hours of both the Gallery Manager and ACN Administrator need to be increased from 25 to 37.5 hours and from 15 to 20 hours per week, respectively. (is that enough hours for Heidi I thought we discussed more?)

In light of our next three year contract due for review in June this year 2021, ACN appeal to Nelson City Council to raise the value of the 2021– 2024 Community Grant Agreement by \$22,490 ex GST per year; the sum required to implement staff capacity increases in order to continue the current level of its delivery capabilities.

## Comparative visitor numbers

	Halifax Street 2019	Visitor #	Hardy Street 2020	Visitor #
August	2019 closed for improvements	0	2020 Yuyu Calligraphy/Sue Scobie -	1126
Sept/Oct	2019 Areez Katki Bildungsroman -	300	2020 Kathy Pantling/ Drawing Bug, Level 2 change *Connect the Dots/ Night Vision	798 550
Nov	2019 RAW	532	2020 WMC Unrefined (similar show to RAW)	689
Dec	2019 Billy Apple	189	2020 Georgina West/Emma Nightingale and Erik Peterson - 908	908
Dec/Jan	2019 Centre for Fine Woodworking	1381	2020 Centre for Fine Woodworking	2616
	<b>TOTAL</b>	<b>2402</b>	<b>TOTAL</b>	<b>6137</b>
	Sept-Jan; 2402 visitor/ 5 months = monthly average	480pm	Sept-Jan; 5011 visitor/ 5 months = monthly average	1000pm

*\*Not included in final total as no comparative event was held in 2019*

## Increased Funding Breakdown:

Current 2018 – 2021 Contract [# A2006865]

Grant amounts per year:

Arts Council Services

\$70,000 (ex GST)

Refinery ArtSpace

\$35,000 (ex GST)

2021 – 2024 Proposed increase:

Arts Council Services

\$6,240 (ex GST) =

\$76,240.00 (ex GST)

Arts Administrator: additional 5 hrs per week @ \$24 = \$6,240 pa

Refinery ArtSpace

\$16,250 (ex GST) =

\$51,250.00 (ex GST)


Refinery ArtSpace Manager: additional 12.5 hrs per week @ \$25 = \$16,250 pa

Total increase pa sought

**\$22,490.00 (ex GST)**

ACN would like to take this opportunity to thank the council for its ongoing support and welcome the opportunity to discuss this proposal and/or any other aspect of its service delivery and look forward to hearing from you at your convenience.

Ngā mihi maioha



Lloyd Harwood.

ACN Community Arts Manager on behalf of the Arts Council Nelson Executive.



## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29439

**Phillipa Tocker**  
Museums Aotearoa

Wellington 6011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	010. Social		Please see attached





23 April 2021

### **Submission to Nelson City Council Long Term Plan 2021 - 2031**

Museums Aotearoa supports Nelson City Council's proposed investment of \$3.165m towards a new Archives, Research and Collections Facility for Nelson Provincial Museum.

Museums Aotearoa is New Zealand's professional association for public museums and art galleries. We advocate on behalf of members and the sector, nurture excellence in professional practice, and extend manaakitanga toward our members. Our predecessor organisation was established in 1946, and our national office is in Wellington.

We recognise the huge challenges that currently face councils nationally, such as the environment, infrastructure and housing. We also urge decision-makers to keep sight of the reason for doing this mahi – he tangata, he tangata, he tangata. People are happiest and most productive when they are engaged and connected to their community.

Museums and galleries are kaitiaki of taonga and knowledge, connecting our past, present and future through the collections, research and public programmes for which they take public responsibility. In addition to this value they offer as providers of education and learning opportunities to locals and visitors, they make contributions in many other areas – they stimulate creativity and enrich the cultural, social and economic life of the region. National and international research<sup>1</sup> shows that museums provide huge returns to their communities in well-being, pride and identity, as well as economic returns in tourism, employment and business.

Nelson Provincial Museum holds one of the earliest and most significant regional museum collections in the country, including taonga Māori, the UNESCO Memory of the World-listed Tyree collection, extinct native species, important social history and documentary heritage. The collection is a destination for researchers and supports a wide range of public programming as well as being a repository for future generations. The collection needs to be kept safe, have room to grow and be both physically and digitally accessible.

The Museum collection is at unacceptable risk in the current substandard facility, and access is necessarily limited. It is essential that the new purpose-built Archives, Research and Collections Facility is built with no further delay. This is an opportunity for the Nelson and Tasman Councils to work together to create a new state of the art access and research facility for the people and the taonga of the region, and for the whole country.

Ngā mihi nui,

A handwritten signature in blue ink, appearing to read "Phillipa Tocker".

Phillipa Tocker  
Executive Director  
**Museums Aotearoa**

---

<sup>1</sup> see <https://www.museumsaotearoa.org.nz/publications/repository/value-museums-art-galleries>

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29440

**Cheryl Carnaham**

New Zealand Society of Genealogists Nelson Branch

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	010. Social		Please see attached

[REDACTED]

---

**From:** Submissions  
**Sent:** Friday, 23 April 2021 6:39 pm  
**To:** Administration  
**Subject:** FW: New Research Facility for the Nelson Provincial Museum

[REDACTED] [REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, April 23, 2021 6:39:11 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Submissions <Submissions@ncc.govt.nz>  
**Subject:** New Research Facility for the Nelson Provincial Museum

**CAUTION:** External email.

Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi

I fully support the new research facility to be built in Nelson adjacent to the Nelson Provincial Museum. The present facility at Isel Park is long past its use by date and I believe dangerous because of the proximity of the Poormans Stream and large overhanging trees. It must be ghastly for staff to work there as it is rather like a rabbit warren. Our treasures are worth protecting.

Thank you for your consideration

Cheryl Carnahan  
New Zealand Society of Genealogists Nelson Branch Librarian

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29433

**Ms Margot Hannigan**

Nelson 7010



Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		See attached

Have your say!


# Submission Form

RECEIVED

23 APR 2021

Customer Service

## Long Term Plan 2021 - 2031

Name: Margot HanniganOrganisation represented: (if applicable) N/AAddress: 

Email: .....

Phone: .....

**Do you wish to speak at the hearing?**

Yes ☒ No ☐ If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

**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.

**Comments:**

I am in favour of the plans for a re-furbished but environmentally improved library. It is future-oriented and more safe for Nelson's citizens.

I believe Nelson Library is a key centre for social gatherings and informative talks.

I am a book-lover and at 75 years old, I appreciate the computer help offered at the library. I want to see the preservation of books - fiction and non-fiction - and the continuation of free musical recitals, and computer assistance.

Please attach additional sheets if needed.

**Submissions can be made:**

Online at [shape.nelson.govt.nz/long-term-plan-2021-2031](https://shape.nelson.govt.nz/long-term-plan-2021-2031)



By dropping off to Civic House, 110 Trafalgar Street, Nelson



By post to Long Term Plan 2021-2031 PO Box 645, Nelson 7010 or email [submissions@ncc.govt.nz](mailto:submissions@ncc.govt.nz)



Long Term Plan 2021-31

Have your say 71

A2628645

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29436

**Dorothy Norgrove**

Stepneyville  
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		Please see attached.

Have your say!

## Submission Form



### Long Term Plan 2021 - 2031

Name: Dorothy Wynne Nargrove

Organisation represented: (if applicable) .....

Address: [redacted] NelsonEmail: [redacted]Phone: [redacted]

#### Do you wish to speak at the hearing?

**Yes / No.** If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

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#### Comments:

I would like to support the Council's preferred option, Option 1, to construct a new library on the corner of Halifax and Trafalgar Streets.

The benefits a modern library provides cannot be underestimated, particularly in the areas of:

- access to information;
- access to the internet and online services (there are many in our up-to-date community who cannot afford smart-equipment or enough data and there are many who appreciate librarian help to access on-line services);
- access to <sup>free</sup> recreational reading;
- provision of community space;
- services to children - helping create a literate community.

Please attach additional sheets if needed.

#### Submissions can be made:



Online at [shape.nelson.govt.nz/long-term-plan-2021-2031](https://shape.nelson.govt.nz/long-term-plan-2021-2031)



By dropping off to Civic House, 110 Trafalgar Street, Nelson



By post to Long Term Plan 2021-2031 PO Box 645, Nelson 7010 or email [submissions@ncc.govt.nz](mailto:submissions@ncc.govt.nz)



## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29438

**Nelson McEwan**

Moana  
Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		See attached.



Submission to LTP:

### Elma Turner Library Redevelopment

I am a 70 year old retiree. I feel privileged to be able to live in Nelson, and plan to keep doing it for the rest of my time.

I am a regular library user, and I appreciate the facility. I value and enjoy the service, and admire the capability of staff.

Early this year I heard about the library redevelopment proposal, and idly pondered in what way the current facility could be regarded as deficient.

But what really caught my attention was the \$44m anticipated cost. Really?? Whatever is the problem that this initiative is intended to solve? A capital decision amounting to 40% of current annual city expenditure is worth serious attention, and I hadn't experienced or heard of a problem of that magnitude.

I did some modest research looking for a formal statement of such a problem, and found little.

So in mid February, **I formally asked NCC:**

‘Evidently, Council has "been looking a redeveloping this space" because "we need to make sure the library grows with the changing needs of our residents".

The Nelson Mail article of 17 February quotes just two benefits: *1) a library we can be really proud of, and 2) a library that rivals the best in NZ.*

Well, I am already proud of our library and why should we pay \$1000/resident to enter a "we have the best library" competition. There must be a better reason for this proposal. What is it? Thxx'

**NCC responded** in mid March:

‘Thank you for your question. The primary benefit for proceeding with the Elma Turner Library redevelopment is that it will provide a fit for purpose library facility which is able to cater to the requirements of a growing population within Nelson.

In 2019, Nelson City Council engaged with the Nelson public (through public drop-ins, community group discussions and an online survey) to ascertain what people wanted for their library. While praise for the services offered by Elma Turner Library was very strong, it was also very clear that there was plenty of scope for improvement.

The Elma Turner Library has been housed since 1990 in a former car showroom on Halifax Street. Over time it has been extended and refurbished. However, the building is tired and with the growing service operations for a contemporary and population growth within Nelson, the building is not an adequate size for the current or projected Nelson population. This is our starting point for looking at what the community needs for its central library. There was also a strong desire to be located beside the river and to be ecologically sustainable.’

I read it carefully and aside from expressions of desire for more capacity and services, and for it to remain by the river, the underlying reason for wanting to spend such a large amount of money remained elusive.

Last week, I checked the project website and saw a recent FAQ. At first I was delighted to see that the first question focused on value, asking:

**What extra value will the new library bring?**

Here are the *seven answers* provided about extra value, each followed by my corresponding comment:

1. *Great cities have great libraries; they are the cultural heart of a place, and much of what makes life in a city exciting comes from within their doors.*

Great cities have great libraries? An apparent implication is that Nelson is yet to become a great city, and will become one once it has a great library. Well, I know that Nelson is a great city, and, I think we already have a library that works well.

2. *A new library will be a place of opportunity for Nelson. The books are of course important - Nelson's collection is the most borrowed per capita in New Zealand - but a modern library offers much more; access to technology, community spaces for gathering or performance, archiving and genealogy, a café for socialising, and educational programmes for children.*

Our existing library is already a place of opportunity, has access to technology, and programmes for children.

3. *Our libraries are the great equaliser, everyone is welcome to access these services. Libraries play an especially important role for those members of the community without a loud voice; the disenfranchised, lower socio-economic groups and other vulnerable members of our community.*

Our existing library already provides this equal opportunity access to residents (and extends it to visitors).

4. *Libraries are a centre for education, providing vital support to schools and Early Childhood Education Centres, and a place for people to improve their literacy, knowledge of culture and civic society, access media and gather information.*

Yes, our existing library provides this support for education, and civic/cultural info and advice.

5. *They also promote equal access to technology, helping a range of people, especially older adults, feel confident and safe using technology to carry out many everyday tasks online; filling out the census, applying for their passport or accessing online banking.*

Our existing library is entirely capable of providing this utility to residents.

6. *Our staff do a brilliant job of providing all this in the current space, but the building is too small for our population and we regularly turn down requests for events and meetings. The*

*new proposed library at the corner of Halifax and Trafalgar Streets would have a much larger floor space, spread across two levels. This would allow us to cater for many more visitors, as well as increase the number and variety of resources, experiences and programmes our library can provide.*

Yes, the library staff do a terrific job. Apart from turning down “requests for events and meetings”, what evidence exists to support the conclusion that the floor space is too small? And if it is, how much more floor space is required, and can it be provided affordably – either on site, or elsewhere.

7. *The proposed new library is the cornerstone of our work with Wakatū Inc. to revitalise the Riverside Precinct. When completed, our preferred option will deliver a landmark building synonymous with Nelson. Constructed to a Five Star, Green Star sustainability standard using low carbon construction techniques, the new library aims to be a model of sustainable and resilient development that will serve our community for at least another 100 years.*

It’s not clear to me what “revitalise the Riverside Precinct” means, nor what resulting additional benefits will be available to residents, nor whether those benefits will adequately compensate for committing to adopt additional debt of at least \$3000 per household – repayable via further increasing rates for a decade or two. Besides, I know of more than one “landmark building synonymous with Nelson” that already exists in the city.

It’s cold comfort to read,”... Five Star, Green Star sustainability standard using low carbon construction...” and “new library aims to be a model of sustainable and resilient development that will serve our community for at least another 100 years....”

I feel doing nothing until we NEED a new/bigger library would be infinitely more sustainable and resilient than this extravagant proposal.

The above FAQ portion masquerades as an explanation of the expected project value-add, and falls lamentably short.

**My brief summary of the FAQ “value” points is:**

Value Point 2 adds space for performing, for archiving, and for a cafe. Our city really needs another cafe??

Value Points 3, 4, and 5 are true, of course. For **all** libraries, including the great library we already have. To offer these universal library benefits as additional value provided by an redevelopment is misleading. Deliberately so.

Value Point 6 identifies the extra space envisaged, enabling more space and services – and avoids mention of more staff and increased operating cost.

Value Points 1 and 7 mention what appears to be a prior commitment, and otherwise comprise gaudy buzzwords and empty rhetoric. And “at least 100 years”?? For gondola storage??

Despite the project effort, a cogent, rational argument based on the benefit to residents is so far absent. Until a robust argument for such a large commitment has been constructed, debated, and

resolved carefully and completely - vis-a-vis the apparent alternative courses of action - further consultation will add little more than more opinion-heavy, fact-free noise.

From what I've heard and read about the envisaged project to date, I'm forced to conclude that, so far, the only value to be gained from a \$44m building is to satisfy an unsubstantiated desire to build a prominent and expensive monument hoping that visitors will admire it, and envy us. A selfie spot.

It's a solution in search of a big enough problem.

For now, the redevelopment proposal seems vacuous, and without justification. I have a very real concern that it will succeed in becoming a component of the LTP, and subsequently be approved without the rigour and debate it deserves. Until a credible, robust justification (including comparison with alternates) exists, this redevelopment idea should not become part of any approved LTP.

Our council is better at constructing project recommendations than so far shown in this library redevelopment proposal.

I urge the council to remove the item from this LTP, then demonstrate that council **is** capable of building a robust and affordable proposal by doing just that - including the purpose/benefits and costs clearly, and the options to achieving said purpose.

Thank you.

Nelson McEwan  
Moana  
Nelson

24 April 2021

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29444

**Ms Janet Mary Reid**

Nelson

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		See attached

# Long Term Plan

## Submission

### Nelson Library

I have found the present Library to have plenty of space and excellent staff. We don't need any extra "community" spaces - there are plenty of empty shops already in town!

If an extension is needed, there is an empty block of land already - right next to the front door - can you use that?

I strongly object to millions of Dollars being wasted on a new building which is not necessary - spend the money on drainage eg. low-lying areas in the CBD which often flood at high tides.

As a ratepayer (gold card) please add my name to the "objections" against the proposed Rachael Reese Memorial Library!

Janet Reid (JANET MARY REID).

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29445

**Ms Michele Hite**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		See attached



Have your say!



# Submission Form

## Long Term Plan 2021 - 2031

Name: MICHELE HITE

Organisation represented: (if applicable)

Address

Email:

Phone:

### Do you wish to speak at the hearing?

**Yes / No.** If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

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**Comments:** With regard to the Library Precinct Redevelopment, whether it remains on its current site, or moves to the corner, I suggest that even with the modern, glass facade on the North East side, facing the river, that the other walls of the building could be designed in a Neo-Classical style, as this would make the main entrance in keeping with some of Nelson's older, original commercial buildings.

This could keep costs down, as the walls could consist of tilt-up concrete with a few pilasters and a pediment which could be added on, or incorporated into the mould, therefore fairly simple.

- The pilasters and pediment(s) could be:
  - framing the facade,
  - on the doors and windows, or
  - jutting out from the main Southern or Western entrance(s).

(See attached illustrations.)

This does not have to be incongruous with the N. Eastern facade as many civic buildings in large cities have a more modern end/side of a traditional building to encompass a view. This style of building suggests importance, gravitas, history and a sense of

Please attach additional sheets if needed. Permanence appropriate for a building (which it has been suggested) will last for Nelson's next 100 years.

### Submissions can be made:



Online at [shape.nelson.govt.nz/long-term-plan-2021-2031](https://shape.nelson.govt.nz/long-term-plan-2021-2031)



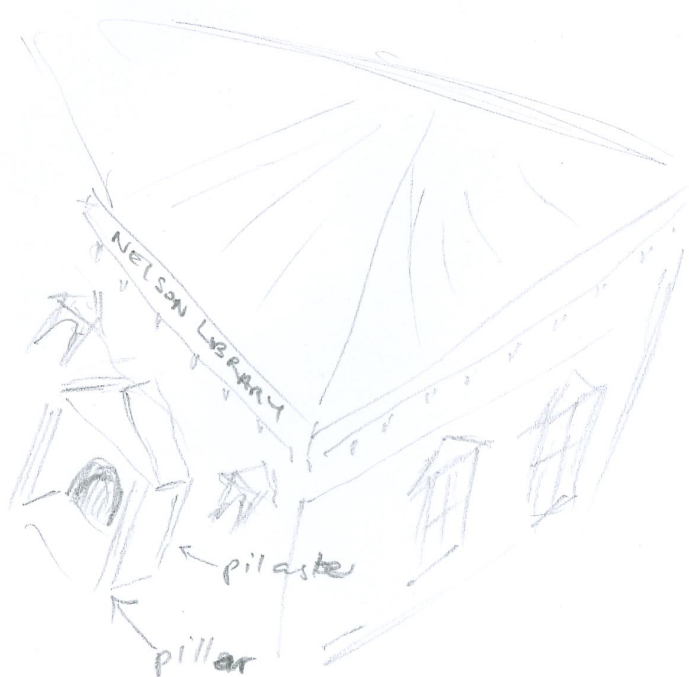
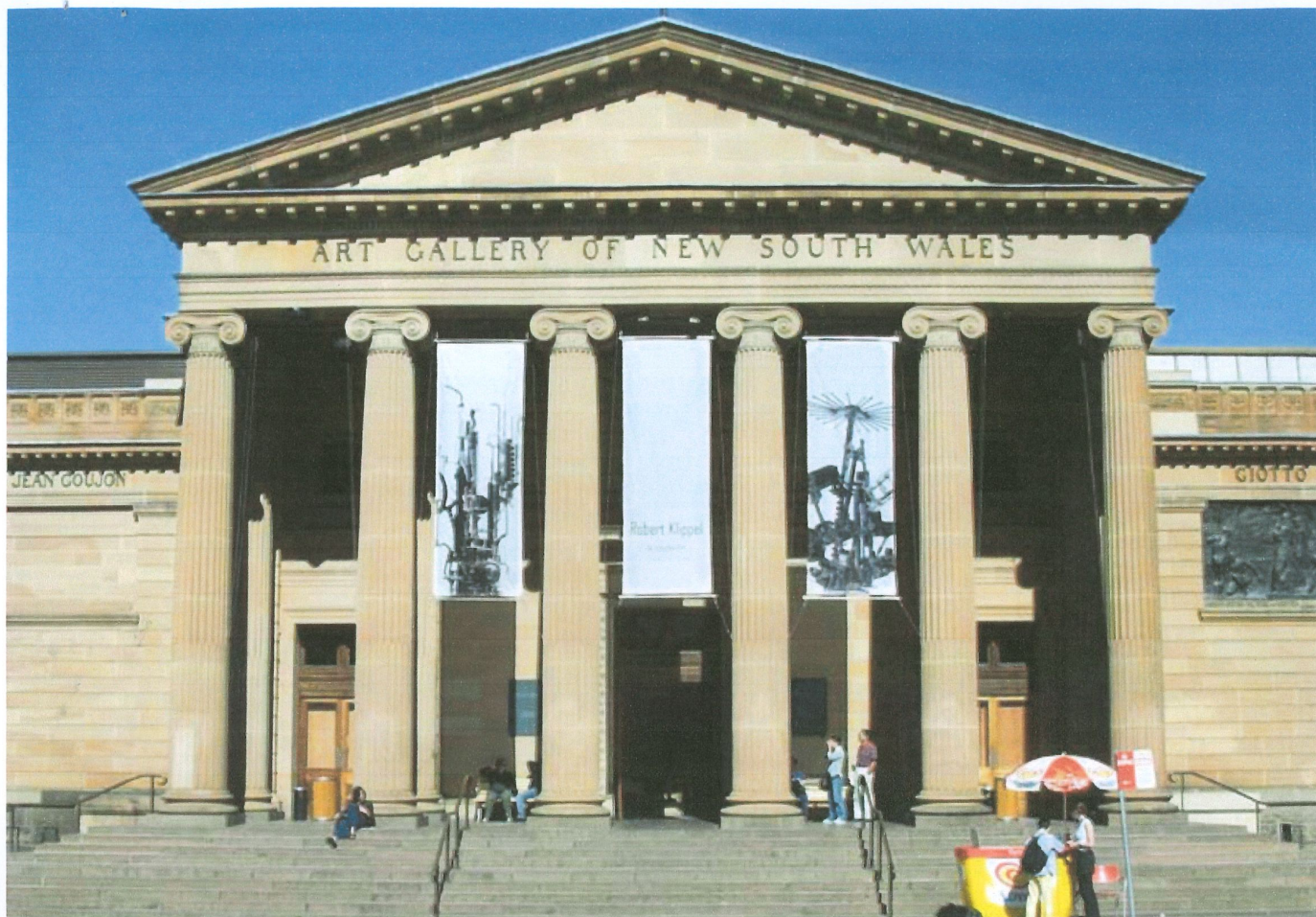
By dropping off to Civic House, 110 Trafalgar Street, Nelson



By post to Long Term Plan 2021-2031 PO Box 645, Nelson 7010 or email [submissions@ncc.govt.nz](mailto:submissions@ncc.govt.nz)







main entrance  
could have  
trompe-l'oeil  
coffers painted onto  
a deep arch, each  
coffer containing  
images of Nelson:









## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29447

**Mrs Francesca Francina**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		See attached

Have your say!

29447L-1

**Submission Form — Long Term Plan 2021 - 2031**Name: Francesha FrancinaOrganisation represented: (if applicable) /Address: [REDACTED]Email: [REDACTED]Phone: [REDACTED]

Do you wish to speak at the hearing?

Yes / No

If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

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By dropping off to Civic House, 110 Trafalgar Street, Nelson



By post to Long Term Plan 2021-2031 PO Box 645, Nelson 7010

Email [submissions@ncc.govt.nz](mailto:submissions@ncc.govt.nz)**Comments:**

Would like to comment on the Library-Plan:  
Please choose an extension:  
There is now an excellent spot open next to the building!

44 mil will be succeeded.

Too much: Spend it on housing or poor people.

If you want to do an extension please do not use concrete but hempcrete.

Thank you. See also the mail letter.

Gr.  
Gr.

Please attach additional sheets if needed.



### New library plan

Following the other writers about this too expensive new library plan - yes indeed at least 88 tiny houses could be built for that amount or it could be a support to the very poor.

Think of the future: Lots of libraries are closing in the UK as there are other ways of reading.

Think of the new airport: As soon as it was done it practically closed because of the stop of international traffic. The present spot is lovely and quiet. Why build such a new building next to the busiest intersection in town?

If an annex is necessary now that the next door, previous Prego building is being taken down, there is a spot for a library extension.

And please NCC if you want to do an environmentally excellent job, please do not use concrete but hempcrete.

**Franceska Francina**  
**Nelson, April 6**

RECEIVED

NELSON CITY COUNCIL

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29442

**Belinda Crisp**

Nelson Mountain Bike Club

Nelson 7040

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	013. Parks and Active Recreation		Please see attached.



## Additional submission to Nelson City Council

### On the Consultation Document for the 2021-2031 Long Term Plan

Full Name of Submitter: Nelson Mountain Bike Club  
 Contact Person: Melanie Schroder  
 Title: Club President  
 Full Postal Address: P O Box 82, Nelson  
 Email: [Chair@nelsonmtb.club](mailto:Chair@nelsonmtb.club)

1. This is an additional submission from the Nelson Mountain Bike Club ("NMTBC"). This submission specifically relates to the Enduro World Series event ("EWS") being held in April 2022.
2. The Events Development Committee, who are currently administering the underwrite by the Nelson City Council for the EWS, have recommended that NMTBC submit to the Long-Term Plan for additional funding. This recommendation came after their meeting on 20 April 2021.
3. As noted in NMTBC's first submission, NMTBC has been successful in its bid to host the Enduro World Series event. Originally scheduled for April 2021, the EWS will now take place in April 2022 due to COVID-19. This event alone is estimated to bring \$3.1m of spending to the region, with significant ongoing benefits for the city. The successful hosting of the event will lead to future global events coming to Nelson. NMTBC are currently in discussions with global event companies attracted by the announcement of EWS Nelson.
4. It should be noted at this point that no Licence has been signed for the EWS 2022, to date.
5. The event world post COVID looks very different to the event world when the bid was made. Cash from corporate sponsorship is very tight and corporate sponsors who indicated they would sponsor the EWS in 2021, are no longer in a position to do so. In addition, after recently attending the Community Development and Funding Roadshow, it is clear that the community trust funding focus has moved away from sporting events to community and well-being. Another key change is government funding from the Ministry of Business, Innovation and Employment. Major Events Funding has been put on hold until 2023. Post COVID, other government funds for events have been made available, but the EWS does not meet the criteria for these as an event secured pre-COVID. NMTBC expected to be able to secure \$50,000 via government funding when it put in the bid to host the EWS.
6. NMTBC therefore requests funding of an additional \$50,000 for the EWS. This could be done in the form of a grant, or by increasing the current underwrite for the EWS from \$180,000 to \$230,000. Our current drawdown under the Underwrite Agreement is \$30,000. This has been put towards pre-event planning.
7. As stated in the original NMTBC submission, if Nelson successfully hosts the event in 2022, it creates a platform to attract future events which will provide significant additional regional development and ongoing tourism for the city.
8. NMTBC wishes to be heard in support of this submission in conjunction with our original submission.

Nelson Mountain Bike Club  
 EWS Nelson  
 27 April 2021





## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29431

**Ms Margaret Soderberg**  
Trustee Bishop Suter Trust

info@thesuter.org.nz

PO Box 751  
Nelson 7040

03 548 4699

Speaker? False

Department	Subject	Opinion	Summary
NCC - Corporate Services	016. Economic		See attached

# THE SUTER ART GALLERY TE ARATOI O WHAKATŪ

## THE BISHOP SUTER TRUST

18 February 2021

The Chief Finance Officer  
Nelson City Council  
PO Box 645  
Nelson

Dear Nikki

### **Depreciation Funding Arrangements**

The Trust has considered how it might assist the Council with its budget challenges while still ensuring it acts in the Trusts best interests.

It is important to record the rationale for the current arrangements.

- The Trust is obliged by Generally Accepted Accounting Practice to account for depreciation on its assets.
- The Trust and Council agreed that NCC would fund 50% of renewals capital expenditure over time.
- The Trust is concerned that in accounting for depreciation it does not report successive accounting losses as this does not reflect well on either the Trust or Council.
- The Trust is actively ring fencing cash into renewals fund investments so it can meet its share of renewals expenditure as they fall due.
- The Trust and council agreed that post redevelopment the Suter would have a maintenance and renewals plan so that the facilities would not fall into the state of disrepair that occurred prior to council involvement and formation of the new trust.
- The Trust is committed to seeking external grants and fund raising to assist towards major renewals as depreciation based funds do not generally account for inflation which will push up the cost of such renewals. It is a matter of reality that grant organisations and major benefactors value certainty in respect of such arrangements so it is important we have formal arrangements for such material financial obligations.

While the Trust would prefer to stay with the current arrangements it could consider a variation that achieves the same effect over time.

The Suter Te Aratoi o Whakatū, 208 Bridge Street, P.O. Box 751, Nelson, New Zealand  
Phone: +64 3 548 4699 Fax: +64 3 548 1236 Email: [info@thesuter.org.nz](mailto:info@thesuter.org.nz) Web: [www.thesuter.org.nz](http://www.thesuter.org.nz)

As a suggestion the Trust could consider changing the arrangement so that Council can choose to not formally provide in its next 3 years plans and budgets for the half depreciation obligation, but in the event that there is a trading surplus will accrue the obligation for the year and if possible any arrears of the original arrangement. It is my understanding that this arrangement will be for the years 1 July 2021 to 30 June 2024.

If in the intervening period between the draft and the finalisation of the Long Term Plan, Council finds its position to be better than expected then we would ask that the half depreciation obligation be reinstated.

If that is an acceptable way forward, then the Trust would also request that Council confirm that in the event a major renewal is needed to be funded, and the accrued depreciation fund is in arrears in respect of our original signed agreement, it will make good the cash requirement in the year of the renewal.

We will be happy to meet to discuss this further so that we can document the arrangements to both organisation's satisfaction.

Yours sincerely  
On behalf of The Bishop Suter Trust



Margaret Soderberg  
Trustee

## Submission Summary

### Long Term Plan 2021-2031 Consultation - Submission #29435

**Mr Kevin Ward**

CE NZ Airports Association

kevin.ward@nzairports.co.nz

Level 8 Midland Chambers  
45 Johnston Street  
Wellington 6011

04 384 3217

Speaker? False

Department	Subject	Opinion	Summary
NCC - Corporate Services	021. New Company Model - Nelson Airport Port Nelson		See attached



## SUBMISSION on

### A NEW COMPANY MODEL FOR NELSON AIRPORT AND PORT NELSON

#### 1. EXECUTIVE SUMMARY

- 1.1 The New Zealand Airports Association ("NZ Airports") considers that the proven and successful model for busy regional airports comprises a dedicated board, a dedicated chief executive, and a separate operations manager or airport manager. The approach proposed by Councils, essentially a multi-division holding company with a single board and single chief executive, is well-established in the airport sector – but has been found fit-for-purpose only at airports with a small fraction of the throughput and complexity of Nelson Airport.
- 1.2 We support of the submission from Nelson Airport Ltd (NAL) and wish to make some additional points for your consideration on the merger.

#### 2. THE NEW ZEALAND AIRPORTS ASSOCIATION (NZ AIRPORTS)

- 2.1 NZ Airports is the industry association for New Zealand's airports and related businesses. Its members<sup>1</sup> operate 42 airports across the country including the international gateways to New Zealand. This infrastructure network is essential to a well-functioning economy and enables critical transport and freight links between each region of New Zealand and between New Zealand and the world.

#### 3. CONTACT

Contact point:

Kevin Ward  
Chief Executive  
New Zealand Airports Association

##### Address for Service:

Kevin Ward  
New Zealand Airports Association Inc.  
P O Box 11 369  
Manners Street  
**WELLINGTON 6142**

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<sup>1</sup> Our member airports: Ardmore Airport, Ashburton Airport, Auckland Airport, Bay of Islands Airport, Chatham Islands Airport, Christchurch Airport, Dunedin Airport, Gisborne Airport, Hamilton Airport, Hawkes Bay Airport, Hokitika Airport, Invercargill Airport, Kaikohe Airport, Kaitia Airport, Kapiti Coast Airport, Marlborough Airport, Masterton Airport, Matamata Aerodrome, Motueka Airport, Nelson Airport, New Plymouth Airport, North Shore Airport, Oamaru Airport, Palmerston North Airport, Queenstown Airport, Rangiora Airfield, Rotorua Airport, Takaka Airport, Taupo Airport, Tauranga Airport, Timaru Airport, Wairoa Airport, Wanaka Airport, Wellington Airport, West Auckland Airport, Westport Airport, Whakatane Airport, Whanganui Airport, Whangarei Airport.

#### 4. COMMENTS

##### **Business synergies more imagined than real**

- 4.1 We submit that there are very few similarities or potential business synergies between Nelson Airport and Ports of Nelson, apart from both being in the Nelson region and having a common joint ownership by the Nelson City Council (NCC) and Tasman District Council (TDC). There may be financial savings from having common suppliers of legal, accounting, IT, and banking services, but we note that Ports of Nelson Ltd (PNL) workshops and engineers work on heavy diesel machinery and heavy gauge steel for the marine environment, whereas airport maintenance tends to be focused on commercial and public space, paved special purpose surface repairs for tarmacs and runways, and special-purpose lighting. Shared engineering staff are unlikely to deliver any hoped-for gains.
- 4.2 In our view airports operate in the aviation sector with a strong overlap into tourism and the visitor economy. They connect people and goods by air – the only national rapid transport network. Sea ports, serving primarily the maritime, fishing and logistics sectors, have a very different set of considerations, stakeholders and strategic issues.
- 4.3 It is therefore not surprising that there are no other comparable examples in New Zealand of a single organisation operating both a leading domestic airport and a seaport. Far North Holdings Ltd operates three small airports, a port and a marina (among other assets), but the scales are not comparable. The Eastland Group operates Gisborne Airport and Port, electricity distribution and transmission networks, and electricity generation. Again, the airport operations are not comparable to Nelson in scale or complexity.

##### **Key issues**

- 4.4 Recovery of aviation from the Covid pandemic is a sector priority, but aviation has special challenges in managing the pandemic. Airports are simultaneously sites where people gather, and a potential avenue for national dispersal of the virus. Over the last year national and regional lockdowns and alert level changes have imposed huge challenges on airports to respond, often at just one- or two-days' notice, to health requirements for physical separation, personal protection equipment, deep cleaning, high touch surface protection, restricted entry into terminals, and public information announcements. Responsiveness and problem-solving have been the hallmarks, while at the same time there was an extended period of severe revenue downturn. The responsiveness to changing health requirements can be expected to be a feature of aviation for the long term.
- 4.5 Both businesses have very substantial security concerns, but the nature of those security threats and the impact on each business differ greatly. Airports are considered to be high profile targets of terrorist activity throughout the world, and regrettably that has moved close to home with the terrorist attack on Christchurch mosques. As a result, the Government is continuously assessing the need for additional aviation security at regional airports. Legislation about to enter Parliament (the Civil Aviation Amendment Bill) will include provision for additional security requirements to be placed on regional airports and is expected to include requirements for enforceable plans to accommodate the Aviation Security Service on site at airports. Implementing NZ Police guidance for "Protecting Crowded Places" (i.e., being ready for active shooter incidents and other forms of attack) is also a priority for airports.

##### **Innovation and speed of change**

- 4.6 Aviation is a highly dynamic sector where new technologies and regulations can alter the fundamentals of airport operations far more rapidly than in the maritime sector. For example, all airports will have to adapt within a few years to aviation starting to

decarbonise. That will substantially change the commercial and operational environment for NAL. At the same time the aviation sector must maintain its social licence to operate at a time when aviation is a highly visible consumer of fossil fuels.

- 4.7 Another example will be the increasing numbers and sophistication of drones and how they will be safely integrated into manned flight operations. This is the subject of a current Government consultation which raises serious questions about the future role of airports in maintaining a safe aviation environment, while also enabling the efficiencies and benefits of the new capabilities.
- 4.8 These substantial challenges and opportunities, among many others, will tax any CEO and board, let alone one which also has a much larger port to operate.

#### **Intrusive and demanding safety regulation**

- 4.9 On the surface, both shipping and aviation are thoroughly regulated activities. However, because commercial aviation is primarily about the transport of people, safety regulation is particularly comprehensive and intrusive. Safety issues arise on a daily basis – for example cranes intruding into the obstacle-free zones around runways that airports must keep clear.
- 4.10 The aviation regulatory requirement for Safety Management Systems means that airport staff and management must record and analyse incidents in a structured and comprehensive manner – certificate holders such as airports are in effect being asked to find the most likely accident to happen next, and then mitigate or remove the risk to a degree beyond general health and safety requirements.
- 4.11 We understand from airport members that the Civil Aviation Authority requirement for airport chief executives to be “fit and proper persons” under the Civil Aviation Rules is being applied increasingly onerously. This process includes interviews to determine an appointee’s understanding of key safety responsibilities and criteria (for example being the person responsible for aviation safety management systems). Having the time to do justice to the chief executive role is a particular focus area when the CAA conducts its assessments of senior officeholders.

#### **Different sizes, similar challenges**

- 4.12 Merging the boards and having a single CEO is also contra-indicated by the relative sizes of the two parts in the proposed merger. Given the huge size disparity between PNL and NAL, it is very hard to imagine a single board of both companies that does not concentrate on PNL to the detriment of NAL’s performance as a business. It seems possible that the range of issues and the speed of change in aviation would produce as many governance challenges as the port business, despite the size disparity.
- 4.13 An identical dynamic will play out with the proposed single CEO overseeing two Chief Operating Officers. NZ Airports is aware that our member airport chief executives are fully occupied with a range of issues including aviation safety system and workplace health and safety system enhancements; customer relations; business development opportunities; traveller experience enhancements; tourism initiatives; district planning and noise management activities; changes to regulatory requirements, and so on. While a Chief Operating Officer managing NAL would deliver the regulatory compliance and reliability required by a certificated airport, it seems very likely from our experience this this would be at the cost of lost opportunities and shortfalls in the range of responsibilities and functions currently delivered by a focussed CEO.
- 4.14 In summary, we believe that NAL having just a Chief Operating Officer reporting to a CEO who will have a split focus (as required by the much larger PNL) will lead to NAL losing

much of its potential as a profitable business contributing revenue to its owners and enabling a wide range of regional economic and social benefits.

### **Cost savings will be shared with customers**

- 4.15 We agree with the analysis that any cost savings made by Nelson Airport as a result of the proposal would not necessarily accrue to the proposed holding company. This is because of sector best practice, developed over a number of years and vigorously scrutinised by Air New Zealand at each pricing review. The setting of airport charges is not a simple commercial negotiation.
- 4.16 Regional airports are not subject to price regulation but are required by statute to consult with their major customers before fixing charges. The consultation requirement (tested in court over the years) ensures that all relevant cost and revenue data, and assumptions (such as traffic forecasts), are shared with customers.
- 4.17 Air New Zealand is a dominant and demanding customer and regional airports can struggle to counter its market power. In recent years a balance has been achieved by airports adopting much of the regulatory model applied by the Commerce Commission to the three major airports under the Commerce Act. Disputes with Air New Zealand, once commonplace at airport re-pricing time, have largely disappeared due to regional airports using large parts of the methodology approved by the Commerce Commission. Air New Zealand has accepted this approach.
- 4.18 In generic terms, the best practice pricing model (known as the building blocks approach) works as follows:
1. Value of airfield and terminal assets estimated
  2. Weighted average cost of capital estimated and applied to asset base
  3. Post-tax revenue required is calculated (net operating profit after tax)
  4. Re-valuations are deducted from the required revenue
  5. Tax is added back (pre-tax profit – EBIT)
  6. Add depreciation
  7. Add operating costs
  8. This produces the required revenue, which is then allocated across customers as various charges.
- 4.19 Simply put, any reduction in operating costs (see step 7), which will be known to customers due to the transparency requirements of statutory consultation, will result in a reduction in pricing to airfield users. Allocations of overhead costs, such as holding company costs, must be justified and transparent and would be scrutinised during pricing re-sets. It is a principle of the building blocks methodology, as applied to airports, that efficiency gains are shared with the customers.
- 4.20 It is therefore important that Councils recognise that operating cost savings, while welcome in their own right as efficiencies, would be shared with customers. It seems unlikely that the mitigation identified in the consultation papers - that holding company overheads at least equal to the savings projected to come from NAL would be allocated to the airport – would survive the consultation process.

### **Accountability and performance**

- 4.21 We noted in the explanatory material describing the benefits of the proposed merger that reducing the accountability and performance assessment mechanisms (statements of intent and reporting requirements) from two to one was considered to be an advantage. We submit that levels of focussed and informed input from boards and chief executives would be materially reduced, as would scrutiny of performance by the 'parent' body. There is a strong likelihood that over time the key strategic outcomes that the port and the



airport deliver for the Councils and the community will become sub-optimal – and the proposed holding company and the Councils may not even be aware of the deterioration.

- 4.22 Both companies are truly strategic assets to the region, enabling growth, economic opportunity, employment and social connectivity. The potential cost of underdelivering on these fronts has not been well examined in the material we have seen.

**If it was appropriate and readily achievable, everyone would be doing it**

- 4.23 In Table 1 below we have recorded the governance structures at our member airports most comparable with Nelson Airport. With the exception of Tauranga Airport, which remains a stand-alone business unit of Tauranga City Council, airports of similar size and complexity have a dedicated board of directors. Tauranga Airport has an advisory board.

**Chart 1, Comparison of structures at broadly comparable airports (400,000 to 2m passengers pa)**

Airport	Annual Passengers 2019 (approx.)	Local Govt Act structure	Holding Company Structure?	Dedicated airport board	Comment
Queenstown	2,300,000	CCTO		✓	
Dunedin	1,034,000	CCTO	✓	✓	Airport company is among several holding company subsidiaries
Nelson	994,000	CCTO		✓	
Hawkes Bay	700,000	CCTO		✓	
Palmerston North	646,000	CCTO		✓	
Tauranga	502,000	✗			Stand-alone unit of Council, with advisory board
New Plymouth	424,000	CCTO		✓	

- 4.24 Each of these airports broadly comparable to Nelson have their own dedicated board of directors. This includes Dunedin Airport, which is held within a holding company structure among several other city-owned organisations. We can see nothing about Nelson Airport which would suggest it stands apart from this group and the dedicated board model. On the contrary, due to Nelson's geographic location it could be argued that air connectivity is more strategically important as a rapid transport connection than some other regional airports with wider roading links, and thus more deserving of focussed governance.
- 4.25 In Table 2 below we have listed the association's top 20 airports according to passenger volume (2019) and identified those with a dedicated chief executive plus separate operations manager roles. By far the most common practice in this group of well performing and safe airports is for the airport to have both a dedicated chief executive and a separate operations manager. This is the standard practice for airports of comparable size and complexity to Nelson.
- 4.26 Tauranga Airport, with about half the passenger throughput of Nelson, has a chief executive with no designated operations manager, and Marlborough Airport, with about one third the throughput of Nelson, has a chief executive who combines this role with other council duties. Hamilton, Invercargill and Rotorua Airports, with smaller throughputs again, find both dedicated positions are necessary.

**Table 2, Top 20 Airports by passenger volume, showing those with dedicated and separate chief executive and operations manager roles**

<b>Airport</b>	<b>Annual passengers 2019 (rounded)</b>	<b>Dedicated chief executive</b>	<b>Dedicated Operations Manager or Airport Manager</b>	<b>Comment</b>
Auckland	20,000,000	✓	✓	
Christchurch	6,600,000	✓	✓	
Wellington	6,100,000	✓	✓	
Queenstown	2,300,000	✓	✓	
Dunedin	1,000,000	✓	✓	
Nelson	1,000,000	✓	✓	
Hawkes Bay	700,000	✓	✓	
Palmerston North	650,000	✓	✓	
Tauranga	500,000	✓		
New Plymouth	425,000	✓	✓	
Marlborough	312,000		✓	CE has additional Council roles
Hamilton	300,000	✓	✓	
Invercargill	290,000	✓	✓	
Rotorua	260,000	✓	✓	
Gisborne	196,000		✓	CE has additional Eastland Group roles
Bay of Islands	120,000		✓	CE has additional Far North Holdings roles
Whangarei	110,000		✓	Contracted CE with additional roles
Timaru	50,000		✓	CE has additional Council roles
Whanganui	48,000		✓	CE has additional Council roles
Hokitika	45,000		✓	CE has additional Council roles
Kapiti Coast	40,000		✓	CE has additional roles in airport owner company

- 4.27 Going down the list in Table 2, it is not until airports have passenger volumes of less than 200,000 pa (one fifth of Nelson's) that it is common practice for the chief executive to have multiple roles. In those instances, there is an "airport manager" in addition to the chief executive. We understand this is similar to the arrangement proposed by Councils.
- 4.28 Clearly, the single board, multi company, plus multi-role chief executive is a model known and working in the airport sector. However, it only exists at airports a fraction of the size of Nelson.
- 4.29 This is strongly suggestive of an underestimation, in the material before Councils, of the complexity and diversity of management and governance challenges faced by an airport like Nelson, and it strongly points to a separate board, chief executive and operations manager model as the fit-for-purpose structure. Such a model can easily sit within a holding company structure.

**Conclusion**

- 4.30 In our view the governance and management demands of a busy regional airport in a rapidly changing sector have not been correctly assessed in the proposal.
- 4.31 From our knowledge, the proven and successful model for busy regional airports comprises a dedicated board, a dedicated chief executive, and a separate operations manager or airport manager. The merger approach proposed by Councils, essentially a multi-division holding company with a single board and single chief executive, is well-established in the airport sector – but has been found fit-for-purpose only at airports with a small fraction of the throughput and complexity of Nelson Airport.
- 4.32 Operating cost savings estimated to result from the proposed merger should be moderated by the likely outcomes from the regional airport price-setting methodology, which ensures such efficiencies are shared with airlines.
- 4.33 The funding benefits arising from the creation of a holding company structure (access to the Local Government Funding Agency) can be achieved while maintaining an appropriate and well-proven structure for Nelson Airport, comprising a dedicated board, chief executive and operations manager.

**5. RECOMMENDATIONS**

- 5.1 In our view the proposed merger of NAL and PNL should not proceed, but both companies could successfully operate within a holding company structure with associated funding benefits.

23 April 2021

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29428

**Elaine Marshall**

Nelson

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	08. Climate Change		Please see attached
NCC - Infrastructure Services	01. Transport		Please see attached
NCC - Environmental Management	020. Housing affordability and intensification		Please see attached
NCC - Community Services	011. Library		Please see attached
NCC - Corporate Services	019. Debt/Rates		Please see attached
NCC - Environmental Management	09. City Centre		Please see attached
NCC - Corporate Services	021. New Company Model - Nelson Airport Port Nelson		Please see attached
NCC - Community Services	015. Sea Sports Facility		Please see attached

### Submission Form Nelson City Council Long Term Plan 2021-31

**Climate Change** Must be the Priority for the next 10yrs. New Zealand Climate Change Commission states we must limit warming to 1.5°C and this requires rapid emission cuts of greenhouse gases between now and 2030. The Council needs to proactively implement innovative actions, mitigations and leadership if this is to be achieved.

Transport is the second biggest emitter of greenhouse gases after agriculture (about 47%). Local Councils need to prioritise all initiatives that help reduce greenhouse gases by continuing to invest in public transport, cycle and walking paths and cycle parking hubs. Provide the facilities and they will get used. The cycle parking hub in Montgomery square is an excellent example of this. It is very well used. Great to hear Council is replacing its fleet with E-cars.

How about introducing Carless Carbon Free days. Get people out of cars into public transport or on to bicycles. Change their habits. A lot of people moaned about the loss of plastic supermarket shopping bags until they got into the habit of bringing their own. Now it's the norm. The same will happen with car usage.

Encouraging more inner city living and intensification to reduce traffic congestion will also have a positive effect in reducing carbon emissions. However, planning restriction should be in place to prevent developers building ugly multi-storey slums. The Nelson City Moniker is "Smart Little City". Well how about being smart and ensuring no more ugly builds occur in Nelson such as the container buildings on Nile St. It really lowered the tone of the whole area. Making sure all builds have a low carbon footprint. I am for intensification in inner city and along existing transport corridors. However, I do not go along with increasing urban sprawl. It requires more infrastructure development sewage, water, electricity, new bus routes, and new roading. It increases the dependence of urban dwellers on cars for transport. I especially do not want to see Kaka Valley in the Maitai valley with any urban development. It is a lovely rural area and need to be maintain as a rural area.

It is commendable that the Council is going to reduce their buildings carbon footprint with the refurbishment of their own building and the proposed new library. However, the costs could be scaled down as many people now can work from home. Covid lockdown proved how effective working from home can be with internet and zoom meetings without the need of a physical business centre. It was the most effective means of reducing Carbon Emissions. No transport was needed to get to work. It reduced traffic, noise and air pollution. All positives. So really rethink costs if people can work from home.

Big No to the development of a Nelson Climatorium. A physical building is not needed. It is a waste of resources, land, energy and finances. It can all be done on-line via zoom meetings and the internet.

I think that the proposed new library should be put on hold for 10yrs. I have been in Nelson about 10years and have noticed a sharp decline in visitors attending the library. I was once a pulsating hive of activity. Nowadays there is only a small number of visitors even on weekends. A new report on visitor numbers needs to be undertaken. The existing building is fine for the next 10years. I do support having the Library near the river it integrates the central business district from the Cathedral with the Maitai river (a splendid feature in itself), and the development of walkways along its banks. I don't like the design of the new proposed library, triangles are too harsh. With reduced visitor numbers and more people connecting via internet, I think the plans need to be scaled down.

Implementing Urban Green Planting is a good idea. This will reduce air, noise pollution, creates aesthetically pleasing areas to recreate in; supports native biodiversity through revegetation and captures CO<sub>2</sub>. Remember to also think about areas where the excess flood waters can be held i.e. incorporating swamps. These areas also capture significant amounts of CO<sub>2</sub> as well as mitigating flood waters and sedimentation of estuaries. Other initiatives include Food resiliency with community gardens, composting, foraging orchards, seed saving, reducing kitchen waste going to landfill with kerbside composting and alike. Most have been community lead projects.

Transition towards a regenerative economy through project Kokiri 2. What does this mean exactly? It sounds good rhetoric. What is needed is investment in sustainable businesses. Take a leaf out of the Maori Business Initiative; Is It Sustainable For 100yrs. If not, don't invest in it.

Balancing Debt vs Rates. The projected debt is TOO HIGH. Some projects can wait they are not essential. The Nelson City Council Long term Plan document 2021 -31, does not give all the details of the 2312 million spend in

the next 10 year. All the million-dollar projects do not add up to 2312. Nor does it show how much Central Government will contribute to the costs. What about the Waimea Dam, Budget Blow Out. This will fall back on the rate payers. A serious rethink on debt vs rates and finances needs to be undertaken. Cutting back all non-essential builds.

Supporting Business to measure and reduce their carbon footprint is great. Extend the initiative to get ordinary people, schools and alike involved. School children could take home this initiative, get the family involved in design assessing the household carbon footprint. Still Too many mum's and dad's picking their children up from school in CARS.

Nelson Tasman Climate forum was initially a good idea however mostly it is hot air with very little constructive action. Carbon dioxide gas emissions are still increasing. There are a few people walking the talk regarding climate change action. Until, the majority of people, get engaged, nothing will happen. So that is the challenge over the next 10yrs.

Science and Technology precinct (5 million) can wait. Port Nelson is a Council owned asset. The development of open spaces, park like environments connecting the City Centre via the Maitai river walkway and cycleway, improve city to sea connection all ok. However, I question the build. Cawthron Institute Buildings in Halifax East St are adequate for their needs, Unless, they want to sell and have new housing in the area. That's is a different issue. More transparency and information needs to be forth coming.

It's a No to New Company model for Nelson Airport and Port Nelson. They are both owned by the council however they are two different companies.

Sports building(8.3million) 80% of the project costs funded from the Marina Account. 20% is expected to be supplies by the sports user groups. Seems ok, however, have the various sports groups been contacted and are they financial enough to supply the over one and half million in costs. If 80% of the costs are coming from the Marina account does that mean that the money does not have to be borrowed. More detail needs to be supplied.

#### Summary

Focus on climate change and the need to renew infrastructure and projects that relate to it.

- Transport Continue with extending cycle/walking paths and cycling parking hubs throughout Nelson including Stoke and Atawhai
- Inner City living and housing intensification. Continue with the City's spatial policy plan. Have planning restriction on building urban slums be the "Smart Little City"
- All new build must have a low carbon foot-print water storage capacity, solar heating with optional photo e cell
- No Big development builds in the next 10 years. Rethink current projects on a smaller scale as many people can work from home via internet and zoom. Physical buildings are not essential
- Continue with Environmental programmes, revegetation projects, recycling initiatives kerbside composting, food resilience projects
- Proceed with Infrastructure upgrades, sewage, water, stormwater, flood and coastal inundation control, mitigation
- Debt Ratio TOO HIGH reduce it with a serious rethink on Bling projects that are not essential or can wait. I.E. Do not implement major builds for 10 years

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29430

**Alastair Cotterill**

Tahunanui  
Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	09. City Centre		See attached.
NCC - Corporate Services	017. COVID 19/Economic Development		See attached.
NCC - Corporate Services	021. New Company Model - Nelson Airport Port Nelson		See attached.
NCC - Corporate Services	019. Debt/Rates		See attached.
NCC - Community Services	011. Library		See attached.
NCC - Community Services	015. Sea Sports Facility		See attached.
NCC - Environmental Management	020. Housing affordability and intensification		See attached.
NCC - Environmental Management	08. Climate Change		See attached.
NCC - Community Services	013. Parks and Active Recreation		See attached.

NCC - Infrastructure Services	06. Solid Waste		See attached.
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Bev McShea

29430L-1

**From:** Administration  
**Subject:** FW: Submission Form - Long Term Plan 2021-2031

**From:** Alastair Cotterill **Sent:** Thursday, April 22, 2021 12:31:22 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Submissions <[Submissions@ncc.govt.nz](mailto:Submissions@ncc.govt.nz)>  
**Subject:** Submission Form - Long Term Plan 2021-2031

**CAUTION:** External email.

Do not click links or open attachments unless you recognise the sender and know the content is safe.

**Name :** Alastair Cotterill  
**Address :** Nelson 7011  
**Email :**  
**Phone :**

Do you wish to speak at the hearing? **Yes.**

**Here is my submission for Long Term Plan 2021-2031.**

#### **Science and Technology.**

I **do not** support anymore funding for science and Technology in the LTP for proposed \$3.5million. Cawthron Institute should be able to support themselves and NCC shouldn't be supporting private enterprise.

#### **Covid-19 and Economic Recovery and Regeneration.**

In 2020/21 increased Nelson Regional Development Agency from \$1.2million to \$1.66 million. I have spoken to businesses in Tahunanui and **haven't** seen any money spend on advertising Tahunanui especially mentioning Tahunanui Beach the **Jewel of Nelson**. I notice the NCC land in Tahunanui Beach area been used by mobile businesses going up against established businesses selling same things in food who pay rates etc which is totally unfair. The businesses in Tahunanui need backing of NCC not giving licences on council land to another business close to established businesses.

I am **totally against** \$350,000 for next 3 years as I doubt there will be any benefit to Tahunanui area which draws huge numbers of people around NZ during summer and around the whole of year also. Money seems to be spent in Nelson City and Tahunanui is neglected.

#### **Nelson Port and Nelson Airport.**

I wish there to be no change in the company structures to Nelson Port and Nelson Airport. I want them to stay way they are at present thank-you.

#### **Balancing the Budget.**

You need to cut unnecessary spending. 0% rates increase in 2020/21 made me laugh you took it out of Emergency fund, great if we had a disaster. We need to spend more money on infrastructure - sewerage, local roads, footpaths (plus making sure they are clean especially Tahunanui.) All I hear we are going to spend more money on proposed new library which NCC can't afford in my opinion. Just keep putting up rates, ratepayers will pay, it has to stop. Start paying some debt off just keeps increasing. See proposed rates for next 10 years going up between 5% and 5.7% and that is only a guideline? See debt is high as of **April 16th 2021 net debt is \$85.9 million** and needs to be stabilized to show NCC is serious about making a commitment to repay each year otherwise next generation

will be suffering more we are at present.

#### **Emergency Fund.**

It needs to be that Emergency Fund and so no money to be taken out and used on any unnecessary spending.

#### **Proposed Community Facilities and Partnerships.**

I **do not** want money spend on a new library in Nelson especially Option One \$46.3 million with increase in rates 2.5%. The library at present is fine. Once again unnecessary spending of ratepayer money and we are paying for it with debt. The partnership deals in swapping land etc should be done with caution.

#### **Sea Sports Building.**

No I am against \$8.3 million being spend on Sea Sports Building. Why is money in Marina Account a closed account. NCC should be controlling this and NCC should be using to be pay any necessary maintenance any surplus money to pay off debt. I have heard there is approximately a 8 year waiting down at Marina if wrong could NCC please explain. Supply and demand and fees need to be increased user pay. I feel ratepayers need to get a better return on Nelson Marina.

#### **The Environment.**

I support \$11.5 million budget being spend on pest plant management on council land and keeping under control. When running around Grampians I see a retired gentlemen Ron on Mondays gives his time and goes up there each week and gives his time for whole day for years and would like a official letter from NCC to acknowledge this please. We need to look at private landowners also regarding keeping property clean.

Could we please keep footpaths clean plus weeds off them plus pavements/gutters also when did some cleaning in my own time in Summertime at no cost to ratepayer I was shocked especially Tahunanui area and looking around Nelson streets.

#### **House Affordability and Intenification.**

We need to look at NCC landholdings available for intensification. eg possible tiny houses to start off. Central Government need to come to party also if possible and NCC needs to take proactive approach. NCC needs needs to get along side landowners in Nelson City business area to see if interested being involved in apartments in Nelson City business area as this could help with sustainable transport and carbon reduction. I happy for money to be involved only if serious action is taken on this. We need to create hope for people who haven't got a house or apartment.

#### **Climate Change.**

Would like to see \$3.5 million to improving shared walk/cycle paths plus urban greening. Would like to see more some seating on cycle area on railway reserve land please

I am **against \$13.3 million** being spend on kitchenwaste at the kerbside for composting especially from fees at refuse centre. Why should the ratepayer be paying for it user pay.

I am comfortable for money being spend in consultation with ratepayers as notice no budget for this for care of soil and water, promote healthy lifestyle choices, support mental health and improve wellbeing by creating connected communities.

**Would like younger community especially primary, intermediate and secondary school boys or girls to express there talents with music and singing in Nelson City area and advertised at no cost to parent or parents, like a open concert outdoors on a regular basis. We have exceptional talent in Nelson and untapped talent also. If start with schools open concert outdoors and could look at adults also. Also encouraging people to go these open concerts outdoors on bikes or electric cars to encourage people to change transport means. Can explain more when speaking to Nelson City Councillors.**

#### **Climatorium.**

If a facility is to be constructed I would like central government to be involved and **not NCC to be involved.**

**Tamaki Steps.**

**Urgent please**,need another railing on right side when walking up or running up Tamaki Steps.Have witnessed some very near serious injuries and would like this fixed please urgently for health and safety.

**Water Fountain Television Tower up Grampions**

Would like to see a water fountain up by Television Tower in Grampions or Grampions look out just below Television Tower.

**Bicycle and Walking Area around Tahunanui Beach Kiwi Holiday Park.**

Have noticed a fair bit of rubbish around this area plus weeds.Need to keep on top of it as alot of people use this area.

**Work I Tahunanui Beach Area/Tahunanui Area and did at no cost to ratepayer December 2020 and January2021.**

I put in over 100 hours in my time at no cost to ratepayer.Cleaning gutters,footpaths,picking up rubbish around Tahunanui Beach area and Tahunanui area.I was shocked what I picked up and how I was shocked by the way I was spoken by one day by the person who works for Nelmac works down at Tahunanui beach when I did this in my time and did it at no charge to ratepayers.Will explain when speak to Nelson City Councillors if you want me to.

**Thank-you for your time.**

Regards,  
Alastair Cotterill

## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29432

**Christopher Vine**

The Nelson Institute

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Community Services	011. Library		Please see attached.
NCC - Community Services	010. Social		Please see attached.

Have your say!

## Submission Form

### Long Term Plan 2021 - 2031

Name: Christopher B. VINE

Organisation represented: (if applicable) Nelson Institute

Address: Nelson 7010

Email: [REDACTED]

Phone: [REDACTED]

#### Do you wish to speak at the hearing?

Yes / No. If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

**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.

#### Comments:

The Nelson Institute fully endorses the No 1 (one) option for the Library redevelopment also the ~~the~~ visiting of the Museum archive to the site in Church Lane Nelson.

#### Submissions can be made:



Online at [shape.nelson.govt.nz/long-term-plan-2021-2031](https://shape.nelson.govt.nz/long-term-plan-2021-2031)



By dropping off to Civic House, 110 Trafalgar Street, Nelson



By post to Long Term Plan 2021-2031 PO Box 645, Nelson 7010 or email [submissions@ncc.govt.nz](mailto:submissions@ncc.govt.nz)

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23 APR 2021

Customer Service

Please attach additional sheets if needed.



## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29434

**Alison Rowe**

Stoke  
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Strategy and Communications	022. Other Feedback		See attached.
NCC - Community Services	011. Library		See attached.

Have your say!

29434L-1

**Submission Form — Long Term Plan 2021 - 2031**Name: Alison Rowe

Organisation represented: (if applicable) .....

Address: NelsonEmail: com

Phone: .....

Do you wish to speak at the hearing?

Yes / No

If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

**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.

**Submissions can be made:**Online at [shape.nelson.govt.nz/long-term-plan-2021-2031](https://shape.nelson.govt.nz/long-term-plan-2021-2031)

By dropping off to Civic House, 110 Trafalgar Street, Nelson



By post to Long Term Plan 2021-2031 PO Box 645, Nelson 7010

Email [submissions@ncc.govt.nz](mailto:submissions@ncc.govt.nz)

Comments:

- 1) Re social wellbeing. I would like to see footpaths where I can walk safely. I have had a stroke. My balance is affected and now my social interaction from walking about the city is severely limited by the proliferation of scooters and bikes on the footpath (and the lack of courtesy of their riders.
- 2) I would like to see a New library constructed somewhere else. I think it is short-sighted to build in an area which will so clearly be affected by climate change. There has already been flooding in Trafalgar St.  
Please attach additional sheets if needed.



## Submission Summary

Long Term Plan 2021-2031 Consultation - Submission #29449

**Marnie Goldthorpe**

N/A

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	020. Housing affordability and intensification		Please see attached
NCC - Environmental Management	07. Environment		Please see attached
NCC - Environmental Management	08. Climate Change		Please see attached



**Nelson Long Term Plan Submission – Marnie Goldthorpe****Housing Affordability and Intensification**

The council is aware to some extent of the housing pressures affecting us in the Nelson region, but I just want to first share my experience of that impact as I think it is important to understand the spectrum of effects on peoples' lives in order to shape the right solutions to the problems.

I have lived in Nelson for over 10 years and have watched as housing has skyrocket in price and rents (for largely unimproved properties until the recent reforms) have become less and less affordable. This has had a personal impact on my mental health - living in a shared flat environment can be crowded and stressful and forces me for economic reasons to share domestic space with people who are neither my family or even friends, and certainly do not often share values. The rising housing costs have also fostered a palpable sense of alienation within myself, but also I think within the community, between those who were fortunate to own homes already prior to the past decade's accelerated inflation of value and those who did not and to whom that sense of 'home' ownership now seems impossible. This seems to me to have added to increased political disengagement amongst some demographics (particularly but not only those aged under 40) as they are uninvolved in paying direct rates, and also as they see less of a long term future in Nelson.

The council is right to focus on intensification and to include tiny houses in its consideration of solutions. From my perspective, the model of leaving house-building to large-scale developers is part of the problem as at present it limits the picture in terms of what can be built for people (via covenants to 'protect investment' as real estate ads often state) and does not encourage smart land use, smart building or sustainability. I do not know the complexities of the current waiver for developer contributions so the following may be irrelevant, but as the council states that it relies on these alongside rates to fund infrastructure, the full waiver for developments over a certain size or by a property development corporation should perhaps be reconsidered and only applied instead to smaller owner-developers. A model for certifying land to be leased for tiny house occupation has been submitted to Tasman district council by Julie Jacobson – this is the sort of innovation that could be prioritised for waivers in the short term at least, alongside subdivision or subleasing situations.

I support the dropping of car park requirements as this has multiple benefits – altho the potential impact on narrow residential streets does need to be mitigated.

I have a particular interest in tiny house policy, both as fitting with my personal values of sustainability but also as I see them as a possible entry point for a huge number of people into the housing market. Tiny houses are a solution to the national housing crisis that can be enacted immediately by the **people themselves**. Both councils and the government have been focusing on the idea that houses need to be 'provided' for people - largely through facilitation of new (conventional) builds. But these builds come at a higher price and impact on land use, whereas the tiny house concept empowers people to solve the problem of housing for themselves. They have a much lower price-point whether bought ready-built from a manufacturer or even built by the prospective owner as their budget and timeline allows. If someone decides they can live in 20 square metres, why only offer them options of 4 or more times that?

Tiny houses are an effective use of land: they have a small footprint and are movable so can adapt to changes to do with climate and sea-level rise. They do not lock land up in housing that

may be needed in the future for food production. They often include a composting toilet, which limits the effect on infrastructure and can actually benefit the environment when properly operated. They also effectively have built-in limits in terms of water and energy use which makes them very sustainable and balances some of the effects of urban intensification if they are used for that purpose. They allow flexibility in terms of lifestyle and changing circumstances and facilitate diversity within existing communities. They would be a great option for use on council landholdings.

The facilitation of tiny house living also has the potential to encourage sustainability through the sharing of resources that happens when multiple households cohabit on one property, such as the communal use of washing machines, vehicles and guest accommodation. This has the added benefit of promoting community, diverse relationships and even improved mental health.

It has been disappointing to see limited actual impact over the last decade by regional council (I again question the decision to waive developer levies and also wonder about any conflict of interest that may be present in terms of councillors supporting action on affordable housing?) The national government has also been underwhelming in terms of its response to housing needs so I believe that local body council should take action in this area. Such action could even have the benefit of differentiating and promoting the region! I would like to see council move rapidly to create basic and reasonable terms for facilitating tiny house occupation in a way that offers people accessible housing solutions while of course protecting the environment. This should be relatively simple, despite the apparent national confusion over the issue. In particular, I would like to see facilitation of tiny co-housing communities on a shared piece of land, through either lease or co-ownership systems.

I would like (and expect) to see collaboration of the Nelson and Tasman regional authorities on this issue and indeed the wider housing and land use issues, as the regions' urban areas are so closely situated and there is a huge daily crossover of residents and workers between the two.

I would also like council to consider the way property development is occurring in general and strongly suggest there needs to be more decisive and firm direction given in terms of land use and the creation of sustainable, energy efficient housing and neighbourhoods. Multiple story and energy efficient models seem far more desirable in the long term than the sprawling single-story oversized bungalows with small but useless dividing sections increasingly occupying our valuable building space. Diversity within neighbourhoods in terms of house and section size should also be encouraged.

As a more general measure, I would like council to consider the appropriateness of allowing covenants on land that is subdivided and sold by developers, as it limits the affordability (through build size/style/timeframe) and usability to potential buyers and promotes the investment/inflation model, as well as limiting diversity and encouraging unsustainable types of builds. Covenants protecting the environment are a different matter.

#### **Mahitahi/Bayview (Maitai) Development.**

I accept and tentatively support the Kaka Valley area as a logical place for development due to its proximity to central Nelson, as long as negative impact on the river can be avoided. Looking at the proposed plans I am pleased to see a mixture of property density and options but suggest these could be more interwoven rather than in separate (potentially income-related) zones. I

also think that the best outcome for Nelson could be a compromise on the number of sections/proportion of area developed into housing and the areas zoned as reserve/greenspace or recreation. In particular I think the reserve along the river needs to be as wide as possible to alleviate both environmental and community concerns. I also suggest the inclusion of a 'green belt' along the hillside area to continue the Centre of New Zealand tracks and provide both recreation and an ecological passageway towards the Sharlands/upper valley areas. It would be preferable for the character of Nelson if impact on the skyline area was limited from both north and south aspects.

When looking at the submission for this change in zoning on the NCC website I notice how difficult it is to easily get a clear sense of what is proposed. It is good that the full submission documents are provided for those who wish to access them, but I think it would make it easier for people to understand if there was a simple introductory summary or a breakdown in real terms of what the zones and areas would look like. There was also no scale on the maps and no notes explaining the different maps. The inclusion of a map overlaid on LINZ aerial photography of the area would also be helpful. Accessibility to information means it should be easy to understand. People who feel overwhelmed tend to react defensively.

#### The Environment.

I support spending on weed control and biodiversity projects, and particularly projects that involve collaboration and support community and private conservation and restoration projects. Our environment is our biggest asset and maintenance and restoration should be a priority.

#### Climate Change.

Council needs to be strong and proactive in its facilitation and support for making Nelson a leader in sustainability – values this city has been culturally associated with but which no longer seem widely evident.

Why are we still only using treated water once before discharging it? Encouraging the inclusion and use of grey water systems in a range of environments should be considered, particularly in view of the recent drought years.

With emissions in mind, easy and accessible public transport should be a priority, and facilitation of increased private vehicle use abandoned. This includes the construction and integration of cycle paths and could include improved public transport to nearby associated regions such as Stoke, Richmond and Motueka. For the past 8 years I have lived in a house overlooking Waimea Rd, and at 'rush hour' (usually actually only 20-30mins am/pm) I count a huge proportion of single use cars and limited buses. Regular circuit bus routes need to be properly trialled (eg. every 10-30mins depending on time of day, so that people do not need to even check timetables, as happens in other cities) and made attractive. We do not need more major roads, we need better and more creative thinking.

I also welcome the trial of compostable waste collection in Nelson and see huge potential for diversion of this waste into conversion via low-emitting composting systems to a resource for the cities reserves, green spaces and community projects, as well as a potential revenue stream

and a form of environmental enrichment. It also encourages people to pay more attention to the type and amount of waste they are creating.

In general, the more I see council taking initiative and being creative and proactive around the issues affecting Nelson and the world, the less concerned I am with rates increases - although at this stage I have only indirectly contributed to rates through the rent I have paid as a tenant! Accountability and communication are important in this context.

Thank you for considering my submission.

Marnie Goldthorpe.

# Submissions to the Draft Development Contributions Policy 2021

Submission # 27788 - 29451

A2624441

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## Submission Summary

Development Contributions Policy 2021 - Submission #27788

**Mr Granville Dunstan**

Director of Corporate Trustee Dunstan Trust holdings

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Agree totally with the change to the City Centre waiver for Residential Developments being unlimited and being granted on Resource Consnet being obtained as in the past this has delayed Dvelopers and Investors from proceeding with Consents and taking the risk of Credits not being available .It will reactivate demand and give certainty on at least one part of Residential development



## Submission Summary

Development Contributions Policy 2021 - Submission #27943

**Mr Jaimie Barber**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		I support significantly lower Development contributions for intensification of existing urban areas. I oppose lower development contributions for greenfield areas and support the full cost of infrastructure for greenfield developments being met by developers.

## Submission Summary

### Development Contributions Policy 2021 - Submission #28035

**Ms Chrissie Ward**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		I oppose any reduction in infrastructure costs and other development fees for private development taking place on greenfield subdivisions that have been rezoned from rural classification to urban classification. I support a requirement for private developers to pay the full cost of all infrastructure necessary to support new greenfields subdivisions.

## Submission Summary

Development Contributions Policy 2021 - Submission #28044

**Mrs Dianne Anyan**

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>Oppose: Any reduction in infrastructure costs and other development fees for private development taking place on greenfield subdivisions that have been rezoned from rural classification to urban classification.</p> <p>Support: A requirement for private developers to pay the full cost of all infrastructure necessary to support new greenfields subdivisions.</p>

## Submission Summary

### Development Contributions Policy 2021 - Submission #28047

**Mr Gary Scott**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>I Oppose: Any reduction in infrastructure costs and other development fees for private development taking place on greenfield subdivisions that have been rezoned from rural classification to urban classification.</p> <p>I Support: A requirement for private developers to pay the FULL cost of all infrastructure necessary to support new greenfields subdivisions.</p> <p>The cost of putting in the necessary infrastructure in for the Kaka/Maitai valley development will be several million dollars which could be spent elsewhere to upgrade the central city water and sewage system.</p>

## Submission Summary

### Development Contributions Policy 2021 - Submission #28060

**Miss Sallie Griffiths**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>I do not support any development happening in the maitai, it needs to stay undeveloped as green land for all nelsonians and visitors.</p> <p>I also DO NOT agree to any developer paying less on infrastructure on any projects. Our rates are already stupidly high, I am a pensioner on a fixed income, increases have to stop.</p>

## Submission Summary

### Development Contributions Policy 2021 - Submission #28066

**Mr Graham Thomas**

Consultant

MARSDEN PARK DEVELOPMENTS c/o Graham Thomas Resource Management Consultants Ltd

Richmond 7050

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>Please see attached documents as well.</p> <p>The submitter (Marsden Park - John McLaughlin) is not opposed to DC's in principle but has regularly submitted over the past few years to the timing of the payments - currently required at S224 Stage.</p> <p>The attached submission was lodged under the initial "consultation" before the DC Document was finalised and notified. It is attached here with "highlighted" paragraphs on pages 3 &amp; 4 setting out the reasons why payment of DC's can be at a different time without creating adverse effects for the Council.</p> <p>The "Consultation Document" on Council's website rejects the submitters proposal and sets out Council's reasons why.</p> <p>That reasoning is incorrect and ignores the reality of when the "liability/responsibility" of costs rests with Council. It also incorrectly assumes that the DC cost will rest/be transferred to the future owner at BC stage.</p> <p>The submitter wishes to speak to clarify the submission.</p>

**Sub # 28066-1**

9 September 2020

**HIGHLIGHTED COPY - APRIL 2021 - OF ORIGINAL SUBMISSION**

**SUBMISSION ON THE DEVELOPMENT CONTRIBUTIONS  
POLICY REVIEW 2020 - 21  
BY  
MARSDEN PARK**

**PAYMENT TIMING PARAGRAPHS HIGHLIGHTED – PAGES 3 & 4**

- This is a Submission on behalf of **Marsden Park** to the current timing of payment of **DC's**. It is understood that this submission will be considered by Council Staff and may be included in one format or another (or in part) in the public consultation of the Long Term Plan – maybe this year but by July 2021.
- **Marsden Park** has previously lodged submissions relating to the timing of payment of DC's particularly with respect timing on subdivision developments.
- **Marsden Park** firmly believes that “**affordability**” of housing is and will continue to be an issue of major concern unless the costs can be driven down. For that reason this submission is addressing factors that **Marsden Park** believe Council can – and should – have an influence over.

- **Marsden Park** is seeking change from Council on the timing of payment of the various financial contributions, development contributions etc. that are required with new developments.
- By way of background the payment of those various “contributions/levies” are set out under the Local Government Act (LGA) and the Resource Management Act (RMA) either through the AP/LTP or the Nelson Resource Management Plan (NRMP).
- Whilst this submission process is under the LGA, the issue/effect of the payments under the RMA is also raised here, as the combined effect of the requirements is a serious restriction on development.
- The purpose of the various contributions/levies is to “mitigate” any potential adverse effects by those developments on Council’s services (roads, sewer, stormwater, water reticulation and reserves etc.). The amount payable is set out in the LTP/AP (Development Contributions for the services) and the NRMP (Financial Payments for Reserves).
- Payment of those contributions/levies is required prior to release of a Subdivision Completion Certificate to enable a developer to raise titles for sale (the Completion Certificate is known as the Section 224).
- These costs are significant and have a major impact on cash flow and on the total cost of development with the effect of becoming a major impediment to a debt funded development.



- **Marsden Park** is not questioning / objecting to the need to make payments – it is the timing that this submission relates to as the purpose of the payments is to “mitigate/offset adverse effects of increased demands on Council's services/infrastructure”.
- It is submitted by **Marsden Park** that the “increased demand” does not commence at S224 stage and that it potentially commences when a Building Consent for a dwelling is issued.
- The developer is also required to pay a maintenance bond of per section (currently \$1300) and to maintain the services for a period of two (2) years (that is maintenance of roads, sewer drains, stormwater drains, and water reticulation) as well pay water connection fees and daily charges along with rates.
- Given that the developer has paid for the entire infrastructure and is responsible for all maintenance of the services that Council will be inheriting, **Marsden Park** cannot see justification in the argument that there is a demand on Council services generated at S224 stage.
- **Marsden Park** is therefore proposing that payment of the DC's should be at Building Consent stage as in reality that is when the “demand” on Council services will commence and can be legally justified.
- Payment can be legally protected by registration of a “covenant” on each section title requiring payment before the title can be transferred.

- The only possible “downside” for Council is that “levies/contributions” payments are spread over a time span instead of one upfront payment by the developer.
- **Marsden Park** is therefore seeking through this submission process that Council defers payment of the various financial and development contributions along with no requirement for rates, daily water charges and water connection fees until a section is sold or an agreed timeframe is reached – whichever is the sooner - with certainty of payment ensured by creation of a suitable legal restriction (covenant/consent notice) on each title.

Thank you for your consideration.

## Submission Summary

Development Contributions Policy 2021 - Submission #28105

**Mr Anthony Masters**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Developers must pay full costs of their developments. Such are their benefits and profits.

## Submission Summary

### Development Contributions Policy 2021 - Submission #28145

**Ms Catherine Harper**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>I Oppose: Any reduction in infrastructure costs and other development fees for private development taking place on greenfield subdivisions that have been rezoned from rural classification to urban classification.</p> <p>I Support: A requirement for private developers to pay the full cost of all infrastructure necessary to support new greenfields subdivisions.</p>

## Submission Summary

### Development Contributions Policy 2021 - Submission #28150

**Mrs Lindsay POWDRELL**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Any reduction in infrastructure costs and other development fees for private development,taking place on greenfield subdivisions,that have been rezoned from rural to urban classification,I strongly oppose. Private developers should be required to pay the full cost of all infrastructure necessary to support new green fields subdivisions.

## Submission Summary

Development Contributions Policy 2021 - Submission #28154

**Mr Marek Guzinski**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		The ratepayer should not need to contribute to developers cost if they (the developer) are the asset owner & profit maker.

## Submission Summary

### Development Contributions Policy 2021 - Submission #28205

**Mrs Alli Jackson**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>Oppose: Any reduction in infrastructure costs and other development fees for private development taking place on greenfield subdivisions that have been rezoned from rural classification to urban classification.</p> <p>Support: A requirement for private developers to pay the full cost of all infrastructure necessary to support new greenfields subdivisions.</p>

## Submission Summary

### Development Contributions Policy 2021 - Submission #28218

**Ms Jaine Cronin**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>I oppose reducing the infrastructure costs and other development fees for private development taking place on any greenfield subdivisions that are rezoned from rural classification to urban classification.</p> <p>I support requiring private developers paying the full cost of all infrastructure necessary to support all new greenfield subdivisions.</p>



## Submission Summary

Development Contributions Policy 2021 - Submission #28247

**Mr Darren Meer**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		I would like to object to the reduction in fees for Neighbourhood Reserves (greenfield) Sites. This shifts the balance in the wrong direction. More effort should be made to encourage brown field sites and urban intensification, these changes do the opposite by making Green Field sites more attractive. Please don't do this. The Council has declared a climate emergency, we need our green fields to be just that, green, stop destroying our natural environment.

## Submission Summary

### Development Contributions Policy 2021 - Submission #28276

**Young Yoon**

Legal Counsel Summerset Holdings Group Limited

Wellington 6011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached submission.  Thank you



**Summerset Group Holdings Limited**  
 Level 27, Majestic Centre, 100 Willis St, Wellington  
 PO Box 5187, Wellington 6140

**Phone:** 04 894 7320 | **Fax:** 04 894 7319  
**Website:** [www.summerset.co.nz](http://www.summerset.co.nz)

## SUBMISSION

IN THE MATTER OF:	Draft Policy on Development Contributions 2021
TO:	Nelson City Council
FROM:	Summerset Group Holdings Limited
DATE:	20 April 2021
BY ONLINE SUBMISSION:	<a href="https://shape.nelson.govt.nz/development-contributions">https://shape.nelson.govt.nz/development-contributions</a>

## INTRODUCTION

1. Summerset Group Holdings Limited (*Summerset*) is pleased to have the opportunity to submit on the Draft Policy on Development Contributions 2021 (*Policy*) proposed by Nelson City Council (*Council*).

## BACKGROUND

2. Summerset is New Zealand's second largest developer and operator of retirement villages, which makes it one of New Zealand's largest home-builders. Summerset currently operates 29 villages across New Zealand and provides a range of living options for more than 6,200 residents.
3. Summerset develops and operates comprehensive care retirement villages, that provide a continuum of care, with its villages containing independent (villas, townhouses and apartments) and assisted living units and residential care (rest home, hospital and dementia level care) for those who require greater assistance. The average age of a resident entering Summerset's villages is 81 years. This resident demographic is associated with a typically low pattern of demand on community infrastructure, amenities and facilities.
4. Over the next 50 years the number of people over 75 in New Zealand is expected to grow by 245% from 315,000 in 2018 (6% of the population) to more than one million in 2068 (17% of the population). It is therefore vital that the regulatory environment recognises and provides for the development that is required to meet this growing demand, and funding for associated infrastructure, but does so on a fair and proportionate basis.

## LOWER OCCUPANCY AND DEMAND PROFILE

5. Summerset considers that the Policy fails to take into account the characteristics of comprehensive care retirement villages and their occupants that, on their own or cumulatively with those of other developments, substantially reduce the impacts of development on requirements for infrastructure and community facilities in the district or parts of the district both at a citywide and local area level.
6. “Retirement village” is an umbrella term given to all types of retirement living, encompassing both “comprehensive care” and “lifestyle” retirement villages.
  - 6.1. As discussed above, comprehensive care retirement villages provide a full range of living and care options from independent living through to assisted living, rest home, hospital and memory care (dementia). The residential care component makes up a relatively high percentage of the overall unit mix.
  - 6.2. Lifestyle retirement villages focus mostly on independent living units with occasionally a small amount of serviced care on a largely temporary basis. When a resident becomes frail over time, usually they would be forced to move from a lifestyle village. This is because care provision is minimal and not suitable as a long-term solution.
7. There is a fundamental difference between a comprehensive care retirement village (as Summerset’s new villages are) and a lifestyle retirement village. Each village attracts a very different resident demographic. As discussed above, the average age of a resident entering Summerset’s villages is 81 years. For completed and fully occupied villages, the average age across all residents is closer to mid-80s. Residents are typically people that chose to live in their own homes for as long as possible and have moved to a retirement village primarily due to a specific need (such as deteriorating health or mobility challenges, or for companionship – many of Summerset’s residents are widows). By contrast, lifestyle villages cater for a younger, more active early retiree, with a higher proportion of couples. The average age of a resident moving into a lifestyle village is more mid-to-late 60s.
8. Summerset’s villages typically provide an extensive range of on-site amenities that are suited to the older residents’ specialist physical and social needs – including on-demand mini-vans for residents’ shopping and outings, a bar, café and restaurant, small residents’ convenience shop, pool, gym, activities room, pool table, piano, hairdressing and beauty salon, treatment room, bowling green, hobbies shed, meeting rooms, theatre, library, communal sitting and lounge areas, residents’ vegetable gardens and large park-like landscaped gardens. These on-site amenities greatly reduce, and in some cases eliminate, usage of Council’s community amenities and facilities by Summerset’s residents.
9. Summerset’s average occupancy for its independent units is 1.3 residents per unit regardless of the number of bedrooms in the unit. Summerset’s average occupancy for its care units is 1 resident per unit. The reduced occupancy per unit, together with the reduced demand per occupant, results in a reduced demand on both local infrastructure and community facilities when compared against the demand assumptions for a typical household unit.
10. Summerset notes that the reduced occupancy, and demand per occupant, for comprehensive care retirement villages has been thoroughly tested and is now provided for by Auckland Council which has defined “Retirement Villages” in the Auckland Unitary Plan and its Development

Contributions Policy. This approach recognises the reduced demand placed on local infrastructure and community amenities.

11. Summerset considers that Council, in developing the Policy, has not given adequate consideration to the unique characteristics of comprehensive care retirement villages, and the significantly lower demand profile when compared to lifestyle retirement villages, particularly due to:

- 11.1. lower occupancy levels (1.3 residents per independent unit and 1 resident per care unit);

- 11.2. reduced activity levels of the residents due to their age and frailty; and

- 11.3. the provision of specialist on-site amenities provided to cater for the residents' specific needs.

## **POLICY NOT FAIR AND PROPORTIONATE**

12. Summerset acknowledges the Council's intention behind providing discounts for 1 and 2 bedroom dwellings that share a title with a primary dwelling. However, the Policy treats retirement villages as a residential unit and does not distinguish retirement villages from standard residential developments.

13. The Policy therefore does not account for:

- 13.1. the lower occupancy rate of retirement units and aged care rooms as compared to standard residential dwellings;

- 13.2. the unique characteristics of comprehensive care retirement villages, as compared to lifestyle retirement villages;

- 13.3. the demographic characteristics of retirement unit and aged care room residents; or

- 13.4. the extensive on-site amenities and facilities provided by comprehensive care retirement village operators.

14. Section 7 of the Policy sets out certain exemptions to the requirement to pay development contributions (including for city centre residential developments and low impact stormwater developments). Section 7.9 of the Policy states that in exceptional circumstances, Council may grant an exemption to pay development contributions at its discretion.

15. Summerset submits that where it is evident that a category of activity is associated with a lower level of demand for infrastructure (such as comprehensive care retirement villages), then a specific HUD calculation should be provided for in the Policy for that category of activity as a starting point. Each applicant should not have to rely on Council's "case by case" assessment as that approach produces administrative inefficiencies and allows for potentially inconsistent calculations and approaches across and between activities within the same category.

## **RELIEF SOUGHT**

16. To fairly account for the lower demand profile, both a population per unit discount (to account for the lower occupancy) and a demand factor discount (to account for the older demographic

and on-site amenities) should be applied to set specific contribution calculations for comprehensive care retirement villages.

17. Summerset requests that a separate rate is set for retirement villages, consistent with development contribution policies being developed by other councils. This should distinguish retirement units, and aged care rooms, and provide separate rates for each.
18. Water and wastewater contributions should be assessed according to the demand factors for comprehensive care retirement villages calculated and agreed with Council at resource consent stage against those assumed for typical household unit of demand, to recognise the lower demand on those reticulated services.
19. Stormwater contributions should be assessed according to the demand factors for comprehensive care retirement villages based on the site-specific stormwater management outlined and agreed with Council at resource consent stage. Council need to clearly demonstrate the causal connection between any public stormwater infrastructure required as a result of the increase in demand (if any) directly attributable by the retirement village.
20. Taking into account both population per unit/room, and demand factors, Summerset suggests the rates in the table below. These are based on the equivalent rates in the current Auckland Council Development Contribution Policy, which were established after robust hearings processes including the calling of expert evidence in relation to demand.

Development type	Activity	Units of demand
Retirement unit	Transport	0.3 HUD per unit
	All others	0.1 HUD per unit
Aged care room	Transport	0.2 HUD per room
	Community infrastructure	0.1 HUD per room

## TIMING

21. Summerset submits that the Policy should be explicit about the assessment and timing of payment for large staged projects that require both land use resource consent(s) and building consent(s). Summerset supports the Policy's assessment and timing of payment for staged subdivision developments. However, Summerset submits that where both a land use resource consent and a building consent are required, the activity should be assessed for development contributions based on the relevant Policy applicable at the time that the resource consent application is lodged, with payment of the total assessed development contributions staged such that a proportionate amount is payable prior to uplift of the code of compliance certificates for each staged building consent. That manner of assessment and payment is fair and reasonable and gives developers certainty of the development contributions payable on large, staged projects such as comprehensive care retirement villages.
22. Section 6 of the Policy provides that development contributions on building consents and resources consents other than for subdivisions, are payable at the time that consent is granted.

Summerset requests clarification and an amendment to section 6 of the Policy as follows, in line with the above approach.

- 22.1. Where a building consent is required to be issued for the development proposed, then the development contributions should be payable on the issue of associated code compliance certificate(s) rather than upon granting of the building consent. That is the point at which the land use could lawfully be given effect to without breaching the Building Act 2004. Given occupancy is permitted at that point, it is also the time at which any additional demand on Council infrastructure would arise. In a larger staged development, this may mean a series of payments over time as the building work under each staged building consent is completed and signed off.
- 22.2. In terms of the timing of the assessment and the version of the Policy that applies, Summerset agrees that development contributions should be calculated and assessed against the relevant Policy at the time that the land use consent application is lodged. However, this section should further clarify that those development contributions but payable at the time of code compliance certificate(s).

## FINAL COMMENTS

23. Summerset is grateful for the opportunity to submit on the Policy and looks forward to engaging with the Council during the consultation process. Summerset would be happy to meet with the Council or attend at a hearing to discuss this submission further if that would assist.



**Aaron Smail**

General Manager Development  
Summerset Group Holdings Limited

## Submission Summary

### Development Contributions Policy 2021 - Submission #28309

**Mr Mark Lile**

Director Landmark Lile Limited

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>The current DC Policy has proven to be problematic in terms of the Reserves component. This review and changes as proposed, are therefore supported as they will make the Reserves component of DCs easier to administer and also make these charges fairer.</p> <p>The removal of the 30 HUD limit on the City Centre waiver is also supported. In recent years the limit has not been reached anyway. This charge will however remove the budgeting risks as to whether credits can be secured or not. This will add confidence to those trying hard to make inner city developments stack up financially.</p>



## Submission Summary

Development Contributions Policy 2021 - Submission #28387

**Dr Monika Clark-Grill**

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		<p>Support: Removing the 30 HUD limit on city centre Development Contribution waivers to help with intensification of the city. As this is a subsidy by ratepayers to developers it should be reviewed for it effectiveness to increase inner city intensification. This needs to be included in the policy statement.</p> <p>Oppose: The reduction of greenfield site reserves to 1.1Ha per 1000 residents. The importance of substantial greenfield reserves grows with intensification.</p> <p>Oppose: The removal of the 25% reserves contribution discount for brownfield intensification. Brownfield development is so much more costly than greenfield. So anything that encourages brownfield development should be retained in or added to the policy.</p> <p>Support: DC infrastructure fees for new greenfield developments based on average land sales value</p> <p>Oppose: Waiver to integrated schools</p> <p>Support: Discount for 1 and 2 bedroom dwellings</p>

## Submission Summary

Development Contributions Policy 2021 - Submission #28397

**Mr Peter Taylor**

Nelson 7040

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached

## Proposed Policy on Development Contributions 2021

### Submission V2 Final

**Name:** Peter Taylor

**Organisation represented:** Self

**Address:** [REDACTED] Nelson, 7040

**Email:** [REDACTED]

**Phone:** [REDACTED]

**Do you wish to speak at the hearing?** Yes on the 6 May please

1. **Support:** Retaining Development Contributions as a means of funding infrastructure and reserves.
2. **Support:** Removing the 30 Housing Unit limit on receiving the development contribution waiver as this should assist housing intensification in the city.
3. **Support:** Point 2 above is a subsidy by ratepayers to developers, therefore the inclusion of a statement in the DC Policy it will be reviewed in 3 years to assess its effectiveness at encouraging inner city development should be included.
4. **Oppose:** The removal of the 25% subsidy for brownfield development. Removing this discount may discourage intensification of the city.
5. **Support** the retention of the 25% reserves contribution discount for brownfield sites to encourage intensification of the city which will contribute to its revitalisation and take pressure off arterial roads otherwise caused by greenfield development sprawl.
6. **Oppose:** The proposal to no longer charge for brownfield development of reserve land and only charge for reserve improvements. Future communities will require reserve land and even small areas in built up areas support wellbeing. To remove this charge does not support a catchment approach to intensification and will not provide funding needed to acquire new reserve areas where they may be available.
7. **Support :** A reduction DC's payable for those undertaking brownfield developments or city intensification developments.
8. **Support :** DC infrastructure fees for new greenfield developments, especially those that sacrifice productive rural land or degrade community recreational areas should be borne entirely by the developers.

Greenfield developments make massive impacts on city infrastructure as well as producing destructive climate change affects, therefore new urban sprawl greenfield subdivision developers should bear the full cost of infrastructural services.

9. **Support:** Calculating neighbourhood reserves contributions for greenfield sites based on historical land values adjusted each year.
10. **Oppose:** The waiver of Development Contributions for State Integrated Schools. This is yet another subsidy from ratepayers to privately owned enterprises.

**11. Support:** Option two and continue to charge DC's to State Integrated Schools. This ensures that the growth costs are borne by those that create additional demand.

**12. Support:** The option to discount contributions for 1–2-bedroom dwellings that share title with primary dwelling as this will encourage more intensive housing. However, I support statement ensuring the review of this subsidy in 3 years to assess its effectiveness.

## Submission Summary

### Development Contributions Policy 2021 - Submission #28626

**Mr Dean Straker**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		If you have an existing residential section and you would like to build a second dwelling on the same title without subdividing then you should not have to pay development contributions. This is where housing unaffordability starts by layering a huge cost at the start of a process.

## Submission Summary

Development Contributions Policy 2021 - Submission #28672

**Mr Peter Olorenshaw**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached as part of LTP Submission 28668

**SUBMISSION to the Nelson City Council****Draft Development Contributions and Nelson Plan December 2020****From:**

Peter Olorenshaw Architect

[REDACTED] Nelson 7010

tel: [REDACTED] email: [REDACTED]

**1.0 Development Contributions Submission****1.1 DCs charged should match infrastructure load and incentivise intensification**

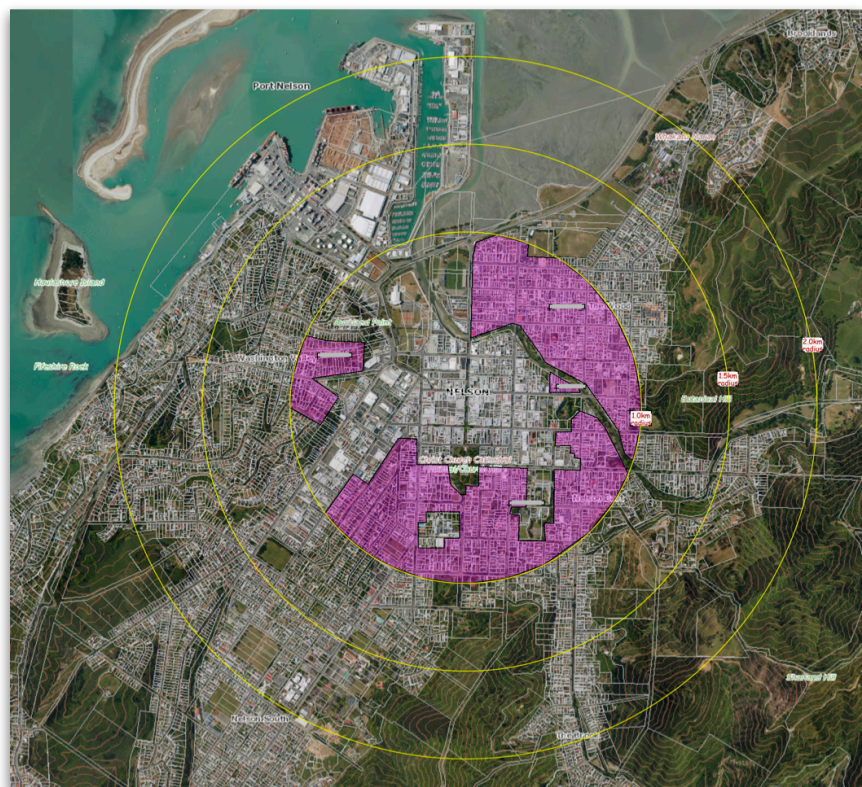
I suggest a complete change for DCs to one that more accurately matches the load the development imposes on the cities infrastructure. A one-size- fits all creates inequities and doesn't reflect the minimal load that buildings built close in to the city make compared to buildings built in far flung suburbs.

So DCs for Stormwater should be based on load on stormwater system - ie it should be based on roof area and hardstanding surfaces AND whether or not onsite rainwater detention is included (not just RW tanks but slow draining SW detention that might be the top half of a RW tank).

So maybe at the time of development, if the size of the building to be built is unknown, an average sized building and hard standing is assumed. Then at building consent stage if the building and hardstanding is less than average a credit is made on the consent, or if its bigger than average an additional payment is due.

Likewise with Sewerage load - you need to give credit to people who install low flow fittings and composting toilets and have modest loading on the Sewerage pipework and treatment. The proof of this is in the amount of water a building uses as that is directly related to the amount of water going into the sewer. So rather than charging for sewerage DCs, perhaps that should be included in water metering. If people complain that they use a lot of water on their garden that doesn't go into the sewer, then they should be mulching more to reduce irrigation needs and could install a rainwater tank for gardening water

**1.2 Central City DC waivers supported but should be extended** to residential intensification within 1km of the city centre (Provincial centres like Nelson are significantly different from larger metropolitan areas - here we have a lot of ordinary residential houses in easy walking distance of the centre of the city. The intensification of these close in areas adds to city vibrancy just like CBD living does and so should have DCs waived (another than a reserves DC). The pink areas shown in the map on the right are residential areas that are within 1km of the city centre. In any large metropolitan centre



there is no way you could be in easy walkable distance to the centre of the city and still be in an ordinary residential area, whereas you can in Nelson. People living this close in are adding to the vibrancy of the city just like people living in the CBD and this needs to be recognised with a DC waiver.

**1.3 Reserves DC for intensification** - all intensification should include reserves DCs (including inner city and the 1km close-in donut) so we can have parks every 500m, even if only pocket parks - council should be buying houses in areas that are lacking parks, deconstructing the house and create a pocket park complete with a toilet block (utilising existing sewerage and water supply that is already there) and seating so it is attractive for the elderly.)

**1.4 Support for discount for “partitioning” discount** - ie support for the discount for 1 and 2 bedroom dwellings that share a title with a primary dwelling. However I have been unable to find just what this discount is, but suggest it should be 100% for roads, sewerage and water supply to reflect there being no difference in infrastructure load on these things. This can be tested with the water meters=sewerage load. And if the extensions to hardstanding and roof areas are less than 10% extra or if the development includes a appropriately sized stormwater detention tank, then there should be no SW DC either.

**1.5 Normal Greenfield DCs inappropriate for areas close to city centre** - Greenfield areas like Toi-Toi that are very close to the city centre should have to pay much reduced infrastructure costs as the lengths of pipework and roading required and needed to be maintained and renewed into the future would seem to be significantly less than those far flung developments. eg people in Toi-toi could easily bike, bike or even walk into town rather than increasing roading requirements whereas people in Dodson Valley and Ngawhatu much more likely to be using cars all the time.



## Submission Summary

Development Contributions Policy 2021 - Submission #28734

**Mr Gaire Thompson**  
Thompson Property Group

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached



## Submission Form

## Policy on Development Contributions 2021

Name: Gaire Thompson  
 Organisation represented: (if applicable) Thompson Property Group  
 Address: P.O. Box 667 Nelson  
 Email: gaire@tpg1.co.nz Tel: 5451092

**Do you wish to speak at the hearing? Yes / ~~No~~.** If you do not circle either, we will assume you do not wish to be heard. If you wish to present your submission at the hearing in Te Reo Māori or New Zealand sign language please include this information in your submission.

**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.

Comments:
I am in favour of removing the development levies from any new residential units in the city centre as it helps house people in the city centre which:-
1/ helps vitality in the C.B.D.
2/ the services are already available, and residential even out their use as generally used at night where as most of C.B.D use is during day.
3/ helps keep city compact - saves spread over good farm land.
I agree with using D.C. levy to improve existing reserves rather than creating small under utilised reserves that just require maintenance and could provide more land for housing in an area where services are already existing.
I believe that the current discount for 1 and 2 bedroom dwellings that encourage infill is good even if the section is subdivided, as those areas are already serviced.

Please attach additional sheets if needed.

Submissions can be made:

- Online at [Shape.nelson.govt/development-contributions](https://shape.nelson.govt/development-contributions)
- By post to **Development Contributions Policy PO Box 645, Nelson 7010**
- By dropping off to **Civic House, 110 Trafalgar Street, Nelson**

## Submission Summary

### Development Contributions Policy 2021 - Submission #28737

**Mr Stephen & Julie Clements**

Staig & Smith Ltd c/o Jackie McNae

Nelson 7040

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached

**NELSON CITY COUNCIL**  
**Submission on the 2021 Long Term Plan Development Contributions Policy**

Name of Submitter: Stephen & Julie Clements

Address for Service: Staig & Smith Ltd  
PO Box 913  
NELSON  
Attn: Jackie McNae

Daytime phone contact: 548-4422

Email: [jackie@staigsmith.co.nz](mailto:jackie@staigsmith.co.nz)

**We do wish to be heard in support of this submission.**

**1.0 Submission Topics**

- 1.1 The topic relates to the potential for the Neighbourhood Reserves component of the proposed 2021 Development Contribution Policy to apply to developments that already hold consent but are yet to be developed.

**2.0 Background to the Submission and reasons for the Submission**

- 2.1 Stephen and Julie Clements own a property at 21 Cherry Avenue, which is in Enner Glynn above The Ridgeway.
- 2.2 Some Councillors may recall that the subject property became a gazetted SHA site. Resource Consent was granted to undertake a 6 Lot Subdivision, providing for the existing dwelling and five additional allotments for a specifically designed townhouse development, providing for an intensification of development within the existing property. Attached to this submission are Plans of the Consented development.
- 2.3 Consent was issued for the development in December 2018 following the lodgement of the Resource Consent Application in August 2018.
- 2.4 In the normal course of any development project, the time when the Resource Consent Application is lodged, determines the Development Contributions Policy that will be applicable. As the Application was lodged in August 2018, it is the 2018 Development Contributions Policy that would normally apply unless there are specific provisions made under the 2021 Policy over-riding that position.

- 2.5 Usually the process of applying the Development Contributions Policy that was current at the time a Resource Consent Application is pursued is appropriate. However, where there has been a fundamental change in the philosophy of targeting Development Contributions, maintaining that process can, and in this case does, result in significant inequities.
- 2.6 The Resource Consents issued to the subject property in 2018, allows the creation of six allotments, including an allotment for the existing dwelling and the erection of five townhouses. The new townhouses are to sit on allotments ranging in nett area from 337m<sup>2</sup> up to 582m<sup>2</sup> (see attached Plans). There has been no valuation undertaken of what these allotments would be worth in the marketplace as at today. The allotments are likely to be variable in their value, as some of the allotments have very attractive sea views and others do not have sea views. In order to assess though the broad magnitude of the potential inequity, for the purposes of this submission, a hypothetical value, and average sized allotment, has been adopted, being a 400m<sup>2</sup> allotment having a value of \$450,000 and just multiplying those figures by five. The figures used are not unreasonable, the allotments with sea views are likely to be worth above the adopted figures, the allotments with limited, or no views, may be worth less.
- 2.7 Using the baseline areas and values noted above results in a calculation under the 2018 Policy for a Neighbourhood Reserves Development Contribution on the site of \$168,750 and this applies the maximum cap to bring the Neighbourhood Reserves calculation down to that point. On top of that figure is the payment of the General Reserve Contribution which is \$1,240 per additional allotment, adding \$6,200 to the overall Reserves amount. As noted there will be some variability in the figures depending on what the market value is, but it is reasonable to assume that the payment for the Neighbourhood Reserves and General Reserves on this development is likely to be in the range of **\$160,000-\$180,000 + GST**.
- 2.8 The 2018 Development Contribution Policy as it relates to Reserves Contribution applied across the board to all residential development with an underlying philosophy of Council at that time of continuing to provide Neighbourhood Reserves and applying the contribution on all residential development. However, in reality those Neighbourhood Reserves were, in the vast majority of cases, new reserves in Greenfield areas, rather than new reserves in the existing developed areas of the City. It is this situation that the 2021 Policy seeks to address.
- 2.9 The 2021 Development Contribution Policy, in terms of a philosophy related to Neighbourhood Reserves is a major change in policy for areas within the existing '*built urban area*' acknowledging that the Council is not likely to create new Neighbourhood Reserves in existing urban areas, rather, the new Neighbourhood Reserves, would be created in Greenfield areas. As such, the new proposed Development Contribution Policy distinguishes between the existing urban area defined as the Brownfield/Intensification area, and undeveloped areas of the city, defined as Greenfield areas and applies a separate policy frameworks to each area.
- 2.10 The submitters landholding is mapped within your existing urban built area and is identified under the 2021 proposed policy within the category of a

Brownfield/Intensification area. Under the 2021 Development Contributions Policy, in those circumstances, the subject property would pay nothing for a Neighbourhood Reserve, would pay \$730 for General Reserves and \$130 toward redevelopment of existing Neighbourhood Reserves. In total therefore the Reserves Contribution under the 2021 Policy on the subject land, if the subject land was to be considered under the 2021 policy, would be a Reserves Contribution of \$860 per additional unit which would be a total payment of **\$4,300 + GST**.

- 2.11 Given the above assessment it is clear to see that the inequity is enormous of a likely payment between **\$160,000-\$180,000 + GST** compared to a payment of **\$4,300 + GST**.
- 2.12 The submitters proposed development is an intensification of a brownfield site. It is the exact project that the Council and the Government, through the future development strategy, through the myriad of urban development policies both in terms of the Council's range of Statutory Planning documents and the National Policy documents for Urban Development support.
- 2.13 The submitters still wish to do the subject development. It is a major undertaking for the submitters as individual landowners. Over the last couple of years since they obtained Consent, they have been considering how they can finance the development. The subject property is a challenging property for development as it is a very steep property with geotechnical issues to be addressed. Development costs will therefore be high, but notwithstanding this, the submitters do wish to pursue the project.
- 2.14 Given the major change in direction for collecting contributions for Neighbourhood Reserves between the 2018 Policy and the 2021 Policy, it is necessary that the Council includes provision in the 2021 Development Contributions Policy that developments, irrespective of when Resource Consent was issued, are able to have their Reserve Contributions calculated under the 2021 Policy, rather than the Policy that was applicable at the time a Consent was granted.

### 3.0 Decision Sought

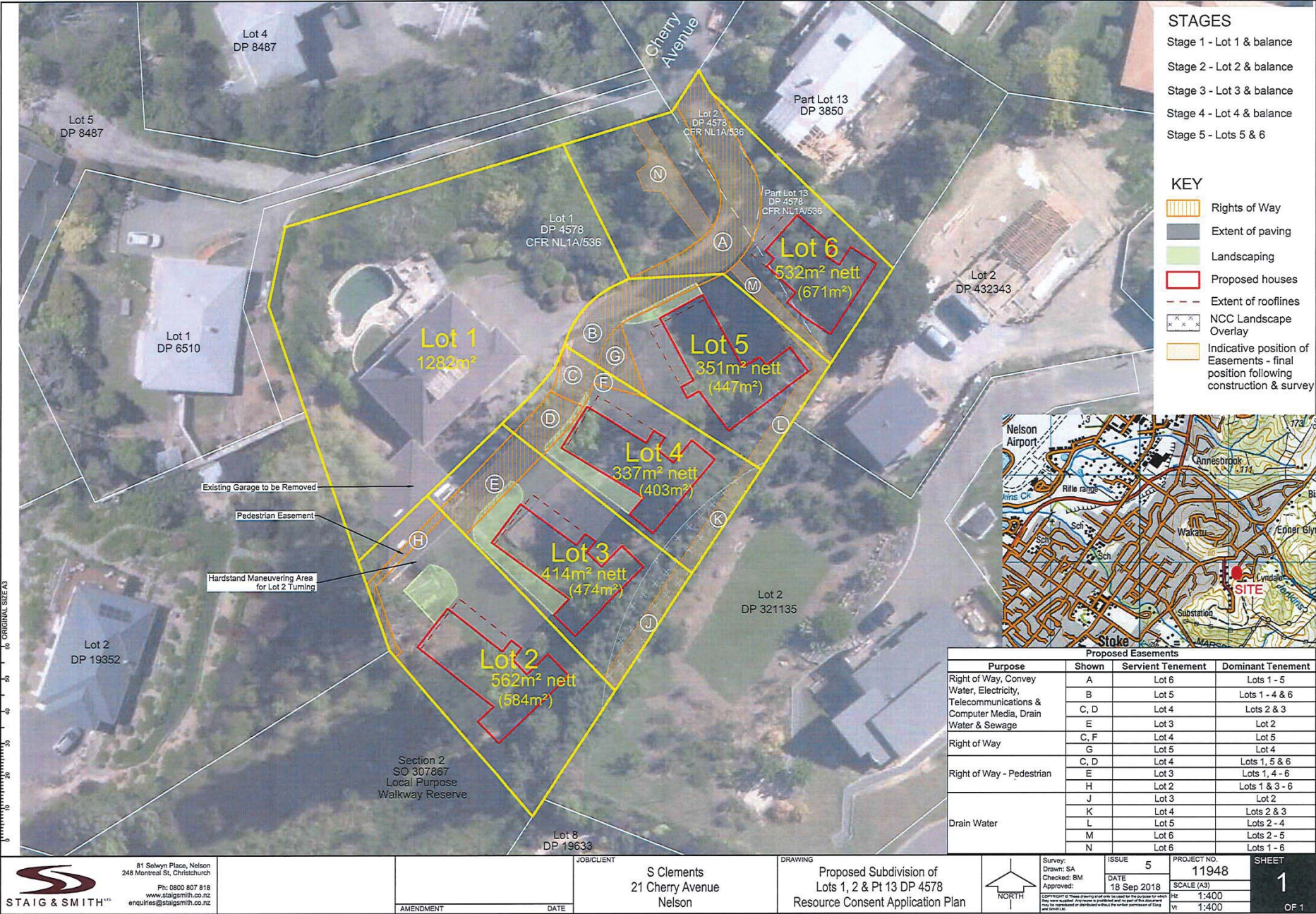
- (i) Amend the proposed 2021 Development Contributions Policy to allow the imposition of the Reserves Development Contribution from 2021 Policy to be implemented on developments irrespective of when Resource Consents were issued.

Dated this 21<sup>st</sup> day of April 2021



.....  
(Signed by the Submitters Authorised Agents)









SITE NORTH WEST BIRD'S EYE PERSPECTIVE (existing house not shown for clarity)



UNIT 1 ENTRANCE PERSPECTIVE



UNIT 5 ENTRANCE PERSPECTIVE

A

Issue

Project

21 CHERRY AVENUE  
ENNER GLYNN  
SHA 5 UNIT DEVELOPMENT

Sheet Title

PROJECT  
3D PERSPECTIVES

Scale

Date

JULY 2018

Drawing No.

Revision

A

ARCHITECTURE WITHOUT EGO (2010) Ltd

architecture - interiors - project management

PH 021 372 488

E - kate@awego.co.nz

T - 10 Jamboree Lane, 802

Upper Moutere T10 - Tapanui NEW ZEALAND



## Submission Summary

### Development Contributions Policy 2021 - Submission #28751

**Jackie McNae**

Stoke Valley Holdings Ltd

Nelson 7040

Speaker? True

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached.

NELSON CITY COUNCIL

Submissions on the 2021 Long Term Plan Development Contributions Policy

Name of Submitter: Stoke Valley Holdings Ltd

Address for Service: Staig & Smith Ltd  
PO Box 913  
NELSON  
Attn: Jackie McNae

Daytime phone contact: 548-4422

Email: [jackie@staigsmith.co.nz](mailto:jackie@staigsmith.co.nz)

**We do wish to be heard in support of this submission.**

**1.0 Submission Topics**

- 1.1 The submission topics are as follows:
- Delineation of the urban area as it relates to what is defined as Intensification (Brownfield) of development and what is defined as Greenfield development.
  - Confirmation of the Ngawhatu Valley high level reservoir timing.
  - Contributions for Community Infrastructure.

**2.0 Submission on Delineation between Intensification (Brownfield) and Greenfield**

- 2.1 Stoke Valley Holdings Ltd (SVHL) is the developer of Montebello. The Council will be aware that the Montebello site is the ex-Ngawhatu Psychiatric Hospital site. This entire site is a Brownfield site.
- 2.2 The submitter purchased the ex-Ngawhatu Hospital site in 2003, a Brownfield site comprising approximately 52ha of land sitting within two main valleys, York Valley, serviced by Sunningdale Drive and Highland Valley serviced by Montebello Avenue.
- 2.3 At the time of purchase by Stoke Valley Holdings Ltd (SVHL) the Brownfield site was subject to a special schedule in the NRMP providing for a particular development vision that did not reflect the development capacity of the land. SVHL pursued a Private Plan Change to rezone the entire site for residential development with a portion for High Density Residential and an area for Suburban Commercial development.
- 2.4 The Private Plan Change process went through a significant assessment including an assessment of the impact on servicing resources. The Private Plan Change emphasised the Brownfield nature of the site, noting the very high levels of previous development and previous use of the infrastructure network. The Ngawhatu Hospital site had a significant number of existing buildings when SVHL purchased the site, 70 buildings

including large accommodation buildings, commercial kitchens, laundries, hairdressers, training and recreational buildings and a myriad of service buildings including boilers substation and toilet blocks. The attached plan of the Ngawhatu site in 1994 provides some context as to the number and scale of these buildings. The large accommodation villa's housed over 50 people in each individual villa. At the peak of the Ngawhatu Hospital operation the site was home to over 900 residents and staff.

- 2.5 The Hospital site was serviced by the reticulated wastewater network, and the stormwater network with significant areas of hardstand generating stormwater into the stream network. Up and downstream services and reticulation were constructed to service this demand which would have benefitted the reticulation network for the wider area at the time of construction. The scale of the Hospital activity meant a significant number of traffic movements. Water supply during the time of Ngawhatu Hospital was via a private water supply.
- 2.6 There has been progressive development of the property, through both valleys. In York Valley, serviced by Sunningdale Drive, there are two areas of land in SVHL's ownership, shown in Figure 1 below, that have yet to be redeveloped.



*Figure 1: Areas A and B that have yet to be redeveloped within York Valley*

- 2.7 The area marked 'A' has Resource Consent for subdivision but has not yet been completed, the area marked 'B' is currently under design for subdivision. The areas to be developed are not 'Greenfield' areas, they are Brownfield areas. There were a number of large villa buildings in Area B on Figure 1 (see attached Ngawhatu Hospital Plan), housing a significant number of patients during the operation of Ngawhatu. Area A shown on Figure 1 is already subject to a Resource Consent.
- 2.8 In Highland Valley, SVHL has recently completed the 85-lot village development, the focus is now moving onto subdivision design of other areas of this valley. Figure 2 below shows the area of Montebello Village and highlights the remaining area of Highland Valley. The remaining area of Highland Valley that has not yet been redeveloped, previously provided accommodation and services for a significant number of people as illustrated by the attached Ngawhatu Site Plan, this area is not a Greenfield, it is a Brownfield.



Figure 2: Area of land within Highland Valley still to be redeveloped, area in red recently completed 85 lot village.

- 2.9 The Development Contributions Policy identifies Greenfield areas as those sites that have been defined to be outside the Urban Built area. The Development Contributions Policy defines these areas on a series of maps within the Policy. The relevant map for Ngawhatu Valley, including the Montebello site owned by SVHL, is shown on Map C1. Figure 3 below shows the relevant area from Map C1 relating to the submitter's landholding.

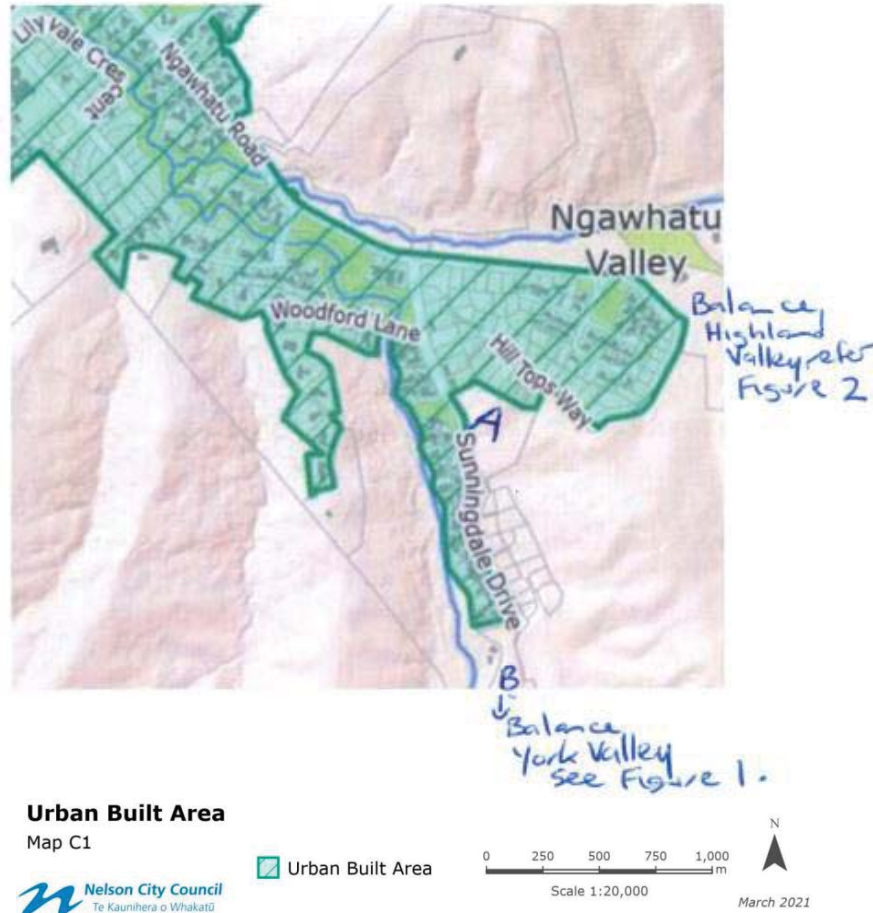


Figure 3: Shows the limit of SVHL land delineated as urban area shaded blue. The balance areas to be redeveloped are proposed to be defined as Greenfields.

- 2.10 As can be seen from Figure 3 the proposed Development Contributions (DC) Policy defines the area that is already subdivided into sections, as the Urban Built area, referred to as the Intensification area in parts of the Policy document and as the Brownfield area in other parts of the proposed DC Policy, whereas everything beyond that Urban Built area, is defined as Greenfield.
- 2.11 Words matter. A Greenfield is an area of land that has not been the subject of development, it is a new area of land for development. A Brownfield is an area that has been developed and is available for redevelopment and/or intensification. Given the description of the level of development on the subject site, it is clear the whole of the property is a 'Brownfield' site, yet Figure 3 only identifies the redeveloped and subdivided portion. The manner in which the Council has redefined the terms 'Greenfield' and 'Brownfield' does not reflect the nature and history of the Montebello site, which is a Brownfield site.



- 2.12 While the Council's delineation between Intensification/Brownfield and Greenfield may be appropriate for many areas around Nelson that have not been developed into sections, it is not appropriate on SVHL land because the submitters land has over 150 years of residential, institutional and commercial occupation. There is a correspondingly long history of use of the reticulated wastewater network, stormwater network and transportation network. SVHL's balance site area, that has not yet been redeveloped, should be included in the Urban area, because this area is a Brownfield area covered in roads, piping networks and recreational facilities that progressively SVHL is redeveloping into residential sections.
- 2.13 It is clear that the Development Contributions Policy must recognise the subject landholding as a Brownfield site and must recognise, that in relation to the use of the transportation network, stormwater network and wastewater network, that this site has a significant history of use of those networks given the site has always been serviced by the reticulated wastewater system, the transport network and the stormwater network. Indeed, the development of this site would have been a catalyst to extension of reticulated services in downstream parts of Stoke.

### **3.0 Submission on Ngawhatu Valley High Level Reservoir**

- 3.1 The Long-Term Plan includes, as a Development Contributions project, the Ngawhatu Valley high level reservoir. This listing is supported though the submitter has concerns over the history related to this high-level reservoir and the consequent funding of water falling on Stoke Valley Holdings Ltd (SVHL) and their neighbour Solitaire Investments Ltd (SIL). There is also a concern regarding timeline which has changed between the last LTP and the current proposed 2021 LTP.
- 3.2 Background has been provided in terms of the history of SVHL land. The adjoining SIL land, also has a history in terms of Plan Changes for rezoning the original McCashin farm to residential for urban development.
- 3.3 As part of the Plan Changes for rezoning that occurred in 2006 and 2007 and after considerable consultation a need for a high-level reservoir for Ngawhatu was identified and included in the Plan Change was an indicative reservoir site.
- 3.4 Following the Plan Changes to rezone the land, the high-level reservoir for Ngawhatu was included in the next Long-Term Plan.

- 3.5 Despite the inclusion of the location of the reservoir in the Plan Change, the Council went ahead and installed a reservoir in a completely different location without consultation with SVHL on the size and location of the reservoir. The location of the reservoir installed was on the McLaughlin landholding, on the basis that installing it at that location would result in one reservoir being able to service both Marsden and Ngawhatu catchments. Contrary to this position it was found that the reservoir could not service SVHL land when investigated for the Montebello Village development as the reservoir was too far away and the route for the waterline, given the contour involved, would not have been resilient. Consequently, it was acknowledged by Council that the reservoir in Marsden Valley could not supply water to all of the Ngawhatu Catchment and additional interim water storage was needed for development in the interim in the absence of a high-level reservoir appropriately located.
- 3.6 So now in 2021, there is still no high-level reservoir to service the Ngawhatu catchment, and while it was always recognised there would be an interim period of water storage to be undertaken by SVHL and SIL for land above the 67m contour, that interim water storage solution that started with one tank in 2010 had to be extended to a second tank, funded by SVHL and SIL. Further those interim tanks cannot service all of SVHL and SIL land given contours involved. The originally proposed high level reservoir on SIL land is still required.
- 3.7 In the 2018 Long Term Plan the Council listed this project for a Reservoir to serve Ngawhatu and identified its installation for Year 8 based on discussions with the developer at that time.
- 3.8 In terms of the proposed 2021 Long Term Plan, it is noted that the high-level reservoir has now been pushed out three years for construction, until the year 2028-2030/31. There has been no discussion with SVHL about the dates and whether they are appropriate in relation to future development and the ongoing provision of water from the interim water storage system, as noted this is an issue because the interim water storage system cannot service all of SVHL land, and further delaying this reservoir risks delaying development.
- 3.9 The submitters are concerned that the listing, and costing of the reservoir, does not provide for all costs of the reservoir including the cost of land, infrastructure and access.
- 3.10 The submitter is also concerned that they have had to fund the interim water storage system along with SIL in the absence of any other option above the 67m contour, while at the same time paying full Development Contributions for water. This aspect of water storage, being undertaken and funded in the interim by SVHL and SIL should be recognised in the Development Contributions Policy noting a reduction in the Water Development Contribution.

## **4.0 Submission on Community Infrastructure Contribution**

- 4.1 The Community Infrastructure contribution has dramatically increased between the 2018 Policy and the 2021 Policy from a figure of \$300 in 2018 to a proposed figure in 2021 of \$2,430. This is an eight-fold increase over the 2018 DC Policy.
- 4.2 A review of the projects listed under Community Infrastructure shows that the vast proportion of the increase in the Community Infrastructure contribution arises because of the proposed new library. The proposed new library is listed with a nett capital cost in excess of \$44 million, of which 21% is proposed to be funded through Development Contributions.
- 4.3 From publicity to date on the library project, it is clear that the \$44 million price tag does not reflect what the Council considers the actual new building would cost today, in fact there are statements made that if the building were built today, it may cost half of the \$44 million. SVHL understands Council has, at this very early stage in the project, built in a significant contingency. Building in a contingency for costing purposes is a sensible practice. However, when that contingency doubles the cost, and when the figure, including the contingency, is used to calculate the Community Infrastructure Contribution, the figure cannot be relied upon. Any person doing a development, post 1 July 2021, will pay for a contribution to the library redevelopment based on the \$44 million figure, a figure fully acknowledged as not a reliable accurate figure attributable to just the Building.
- 4.4 If Council doesn't proceed with this library project, or the library project costs a significantly different figure, what is the mechanism the Council has to refund the portion of the Development Contribution that may end up being an over payment by individual developers.
- 4.5 It is premature to be incorporating into the Development Contributions Policy this significant Community Infrastructure project when there is a considerable process ahead of the Council, firstly in terms of maintaining this project in the Long-Term Plan, secondly getting Consent for this project given a range of issues, including flood hazard issues and finally prior to any costings that can be relied upon as a true reflection of the cost of the project. Listing this project as a project within the Development Contributions Policy, where contributions will be taken from 1 July 2021, is far too premature. The project should not be listed until there is considerably more certainty over whether the project will proceed and what the project will cost.
- 4.6 If the project remains in the Development Contributions Policy list of projects to be funded, there needs to be a clear policy of refund if the project does not proceed, or if the project does not end up costing \$44 million, because this is the basis that the Council is seeking contributions from development from 1 July 2021.



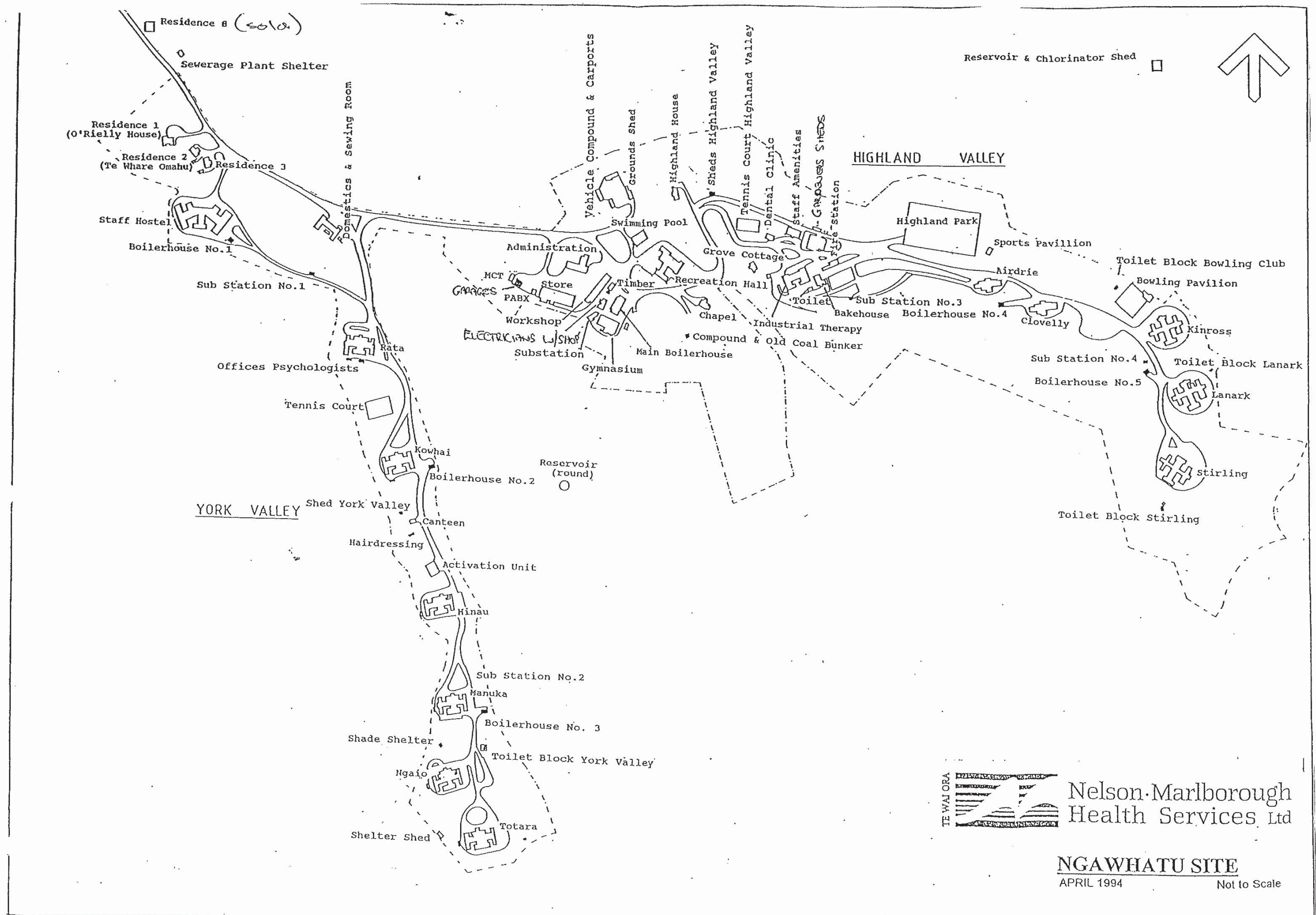
## 5.0 Decision Sought by the Council

- (i) Amend the delineation of the intensification (Brownfield) and Greenfield areas by either amending Map C1 to include all of the submitter's site, or alternatively, acknowledge within the DC Policies, that the subject land in Ngawhatu Valley is a special case, because it is a Brownfield site and redevelopment of the site does not increase the service burden.
- (ii)(a) Delete from the Development Contributions Policy the Community infrastructure project 2226, Elma Turner Library Extension/Relocation, as it is premature at this time to require contributions for a project that is uncertain as to whether it will progress, and uncertain in terms of the basis for costing of the project;  
**Or**
- (ii)(b) Include in the Development Contributions Policy a mechanism for refunding the cost of this project, if the project does not end up costing \$44 million, or the project does not proceed.
- (iii)(a) Retain the listing of the Ngawhatu high level reservoir, but review the timing with SVHL and SIL and ensure the funding covers all elements of the project.
- (iii)(b) Provide in the Development Contributions (DC) Policy a reduction in the Water DC recognising the interim water storage solution funded by SVHL and SIL.

Dated this 21<sup>st</sup> day of April 2021



(Signed by the Submitters Authorised Agent)



## Submission Summary

Development Contributions Policy 2021 - Submission #29020

**Piers Jalandoni**

Nelson 7040

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached (Copied from LTP submission 28872)

**Submission for Nelson City Council Long Term Plan 2021-2031 Consultation***Subject: Housing Affordability and Intensification*

Nelson City Council's proposed approach to addressing housing affordability issues as outlined in the Long Term Plan Consultation Document (LTP), although containing a number of interesting initiatives, does not articulate the extent to which those initiatives will actually make houses more affordable. It also focuses exclusively on measures to influence the supply side of the housing market, and as such, puts forth an unbalanced strategy that predisposes the range of possible solutions to pro-development initiatives that pose significant risks to permanently altering the character of Nelson and imperiling the lifestyle of its residents.

What is the ultimate state of Nelson if the types of development-supporting initiatives in the LRP are perpetuated over forthcoming decades and centuries? Do you foresee large towers of super intense residential living looming over the central city? Do you imagine a point where, like Venice's tourist visitations, limits to growth and demand need to be instantiated? In the LRP proposals for a new library, you consider the ultra-long-range implications of flooding from climate change and propose an option that is feasible through to at least 2200. Yet you do not consider over a similar timeframe the implications of additional housing development on the fabric of our community. You do not adequately consider how intensification will change the amenity of the city, the cohesiveness of community living much closer together, the loss of rural open space, the visual pollution of the beautiful natural landscapes that contextualize our built environment, and the additional weight that further development will load onto our ecosystem. Collectively, these risks and others represent a dangerous threat to the sustainability of the many characteristics that have made Nelson into the 'Smart Little City' you describe it as. If we are to be truly smart about future development, we need to adequately consider both (1) what the negative risks are from Council's proposals, and (2) whether those proposals are really going to be helpful in achieving the goals.

All of the proposals that you outline in the LRP appear to be premised on an assumption that increasing housing supply will increase housing affordability. But not one of the LRP proposals appears supported by empirical research or any quantitative data that sustains the credibility of that assumption. If you increase housing supply but income levels also increase, what is the actuarial result? Furthermore, while you provide statistics comparing housing affordability in Nelson with other regions, you do not even establish a goal of what an affordable house should cost, either in concrete present-day dollar terms or in relation to income levels. Are you seeking to make housing in Nelson as affordable as Porirua, or merely remain more affordable than Tauranga? Is there a specific target on the housing affordability index you are seeking to achieve, or is the goal merely to improve Nelson's position on the index in comparison to other cities? There is insufficient specificity in Council's goals for affordable housing and the proposals present more as a reaction to the National Policy Statement on Urban Development (NPSUD) and hopeful supportive actions to the Nelson Plan, rather than a coherent collection of initiatives that unify around achieving a specific quantified outcome. Rather than working with Central Government to blindly implement pro-development initiatives that are not targeted at a specific affordability goal, I would prefer Council to instead focus on establishing a partnership with the Central Government that permits goal-based proposals that have much greater levels of empirical confidence in their outcomes.

While the associated Nelson Plan consultation document discusses some of the consequences of intensification and zoning changes, for none of the proposals in the LRP itself do you articulate how downside risks will be either prevented or mitigated. Also, your goals from the proposals are only of a

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generalized nature. We therefore have no real notion of what we are trying to achieve, the proposed actions have insufficient specificity to judge their merits, and yet negative consequences are known with much greater certainty. Once developments like the urbanization of the Maitai and Kaka Valley occur, the present positive characteristics of those places are lost forever, and with them the opportunity to gift future generations a heritage that over eleven thousand petitioning citizens currently value higher than the proposed plans for housing affordability and intensification. Of the options arrayed in the Long Term Plan, I would therefore prefer that Council take no action beyond the legislatively mandated requirements, and that it seek to establish a more proactive partnership with Central Government that can address the demand side of the housing market rather than focus exclusively on the supply-related policies. Also, I do not agree that Council should further relax the waiver for Development Contributions, since this will impose an additional financial burden on rates and developers would be the primary immediate beneficiary of such a policy change rather than the community itself. The existing Development Contributions are based on actual capital costs to Council, so the cost does not disappear through this proposed policy change – it instead must get absorbed into other areas of Council's budget and is thereby inappropriately burdened on to the community as a whole. I do believe that the existing waiver of 30 HUDs per annum is likely arbitrary in its application, since it is based on the date of an application in a calendar year, without consideration of the characteristics of a given application. A fairer policy would be to remove the 2018 waiver altogether and subject all developments to a Development Contribution reflective of actual capital costs incurred by Council from new developments.

*Submitter:*

Piers Jalandoni

[REDACTED]

Nelson 7040

## Submission Summary

Development Contributions Policy 2021 - Submission #29450

**Dr Aaron Stallard**  
Zero Carbon Nelson Tasman

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached.

### ZCNT submission on the NCC LTP

21 April 2021

*Zero Carbon Nelson Tasman is a group of concerned citizens dedicated to urgent climate action to limit warming to 1.5°C, adapt to the impacts of climate change and enable a just transition to a resilient low-carbon society. We have a shared passion for research and public communication. Members of Zero Carbon Nelson Tasman are Jenny Easton, Dr. Yuki Fukuda, Bruce Gilkison, Carolyn Hughes, Alistair Munro, Dr. Olivia Hyatt, Julie Nevin, Dr. Jack Santa Barbara, Dr. Joanna Santa Barbara, and Dr. Aaron Stallard. This submission is based on input by all members of the group.*

*We thank Nelson City Council for this opportunity to submit on the Long Term Plan.*

*We support a focus on community wellbeing, iwi partnership and Tūpuna Pono (being good ancestors). To deliver on these, the Council needs to confront the stark realities of the climate crisis and move much faster. The bottom line is a rapid reduction in greenhouse gas emissions and to date Council has made no meaningful progress in this area, despite declaring a climate emergency. This inaction will result in risks and consequences being passed on to our children and their children.*

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## Climate Change

We ask Council to play a **leading role** in the region's transition to a low-emissions economy.

We ask NCC to become **carbon neutral by 2030**, to provide leadership in this area.

We ask for transparency on the emissions profile of NCC and Nelson overall. To this end, we ask for an **online emissions dashboard** on NCC's website that provides graphical representations of annual emissions data by sector (e.g., transport, energy, waste) and by gas type (e.g., carbon dioxide, methane), and shows targets. This way, anyone can check on progress in achieving our goals.

We support Council's aspiration to 'Quickly decrease our emissions to create a zero carbon future' and to this end we ask NCC to set a **firm target** for reducing greenhouse gas emissions. We suggest following the IPCC Special Report on 1.5° Warming, which states the need for a decrease in emissions of at least 7.6% per year, each year to 2030. This reduction is necessary to limit warming to 1.5°C.

We ask NCC to actively seek to **end coal use** in the region by 2025 for the sake of human and environmental health, and to combat climate change.

We ask Council to support a strategy to **rapidly reduce transport emissions by:**

- Making cycling the quickest and safest and most convenient way of getting around Nelson.
- Reducing vehicle use by reducing the number of car parks in the city centre, reducing speed limits, and using physical barriers and other measures to discourage short-distance car trips.
- Encourage cycling by developing a direct vehicle-separate commuter cycle road between Nelson and Richmond that enables school students and commuters to travel between Nelson and Richmond in 30 minutes.
- Duplicate the Nelson South Innovative Streets project model of co-development with local residents and school students to other similar streets throughout Nelson. Combine this with the School Travel Plan project to roll out for all schools to reduce congestion, emissions and increase safety around schools.
- Allocate **at least 30% of the total transport budget to active transport** (building on the recommendation of the UN's Global Outlook on Walking and Cycling report).
- Bring forward the timeline and increase the ambition of NCC's part of the Regional Public Transport Plan
- An ongoing **marketing and education campaign** that explains and promotes the future of transport in terms of the shift away from fossil fuel vehicles to cycling, walking, and public transport, and shared vehicles. Also explaining that the city centre will become car-free and that cycling and walking will be the best ways of getting around in the city centre. The co-benefits are significant, such as improved health and liveability of our neighbourhoods.

We ask that Council and Council-related organisations such as Nelson Airport Limited and Port Nelson clearly state in their annual report the projected future impacts on their business operations of both climate change and the Zero Carbon Act. The operations of both of these companies will be strongly impacted by both sea level rise and reduced fossil fuel use.

We ask NCC to develop a **climate change adaptation plan** for Nelson in the context of the upcoming central government Climate Change Adaptation Act, and delay the decision on the location of expensive infrastructure such as the library until the decision can be made in the context of NCC's adaptation plan.



We ask NCC to **ban new consents** for fossil fuelled industrial heating systems and boilers.

We ask NCC to **capture and use all landfill gas**.

We support an **Urban Greening Plan** that increases and protects sequestration ecosystems including existing trees. Other important sinks such as wetland and coastal blue carbon need acknowledgement and protection, for their biodiversity and their carbon sequestration.

Any new **council building to have low embodied carbon** (new Scion Building in Rotorua). Note that this refers to the emissions during construction and is distinct from being energy efficient. Maximise the use of carbon storing timber in the structure and minimise that amount of concrete and steel - so timber floors rather than concrete, timber columns and beams rather than steel or concrete.

We ask NCC to make installing any **new fossil gas appliance a discretionary activity**. Fugitive emissions mean that fossil gas can be as bad as coal in terms of climate change emissions. LPG is not a transition fuel: it is a dead end and a dead loss for the environment.

We ask NCC to **not support hydrogen fuel projects**. Hydrogen is remarkably energy-inefficient and requires massive infrastructure investment. Please support electricity as an energy source, not hydrogen.

We ask NCC to **prohibit any new gas installations**.

We ask Council to develop a **Climate Action Plan** which would include an emission reduction strategy for the whole district, adaptation plan for climate-induced risks, and a just transition for vulnerable communities. Council needs to provide a carbon footprint for the whole district, so that the emission reduction targets can be set for the whole district, as they are under CEMARS for Council operations.

## Flood protection

We ask Council not to invest any of the \$52m through projects to reduce flooding and coastal inundation before a **Climate Adaptation Plan has been agreed on** for the whole area.

## Nelson City Centre

We would like to congratulate Council on the new covered bike racks/spaces in Montgomery Sq and outside Civic House.

We recognize that low-emissions cities have a **compact form, high population density, and a transport profile dominated by active transport and public transport.**

We note that Nelson city is **failing in all these areas**, as Council is seeking to further expand the urban area into a rural recreation area in the Maitai Valley, there are currently only 73 residents within 500 m of the city centre, and the city is dominated by cars (more than 40% of the land area in the city is car parks and roads).

We ask Council to create a **safe, low-emissions, people-friendly city centre** in two stages, as follows:

### Stage 1

- Pedestrianisation of Trafalgar Street to Hardy Street.
- Close off vehicle access to Buxton and Montgomery Square car parks from Bridge and Hardy Streets.
- Reducing the number of car parks and reducing speed limits.
- Make raised negotiated pedestrian crossings covering the whole area of the Bridge–Trafalgar and Hardy–Trafalgar intersections, and the area from the top of Trafalgar Street to the Cathedral steps, with a speed limit of 10 kph.
- Develop a ring road around the city (Collingwood, Halifax, Rutherford) to avoid traffic through the city itself.
- Encourage the construction of medium-rise apartments within the city centre.
- Develop laneways connecting different parts of the city centre and adjacent green spaces (Anzac Park, Queens Gardens, Pikimai, Maitai River)

### Stage 2

- Pedestrianisation of Trafalgar Street to Halifax, and Hardy Street between Collingwood and Rutherford. Make Bridge Street a cobbled ‘negotiated street’ between Collingwood and Rutherford (speed limit of ~15 kph), with few car parks.
- Develop public spaces in pedestrianized areas.
- Plant urban trees and develop urban green spaces.
- New community hub (including library) and apartments among a green area in the site of Buxton carpark.

We also want to emphasise the importance of the ‘20 minute town’ concept, in which people can reach where they live, work, learn, shop and play within 20 minutes of active or public transport, thus greatly reducing the need for private car use.

We ask Council to make the **retailing of motor vehicles an Industrial Activity** to free up space in the CBD, inner city fringe, and residential areas. Please signal this intention now, prohibit any new car sales premises outside of Industrial zoned areas, and set a timeframe for the change.

## Library

We ask Council to **delay the decision** on the location of expensive infrastructure such as the library until such decisions can be made in the context of NCC's adaptation plan, under the framework of central government's Climate Change Adaptation Act (deals with the complex legal and technical issues involved in the process of managed retreat, and presumably a nationwide funding formula) and the Strategic Planning Act (which will mandate the use of spatial planning, to develop long term regional spatial strategies).

We support **option five for the library**, and support investigating alternative sites including Buxton carpark and areas near NMIT.

We ask Council to consider having the Civic House and library together on one footprint, in a safe and long term accessible site.

## **Community Facilities and Partnerships**

We support **option five for the library** (consider a new site), and suggest Council considers Buxton carpark and areas near NMIT.

We support a **Māori ward on Council**.

We ask **Council to be a Living Wage employer**.

We ask Council to **support the Nelson Tasman Climate Forum** to engage with communities to reduce carbon emissions and become more resilient using the Climate Action Book as a resource.

## **Housing Affordability and Intensification**

We support a focus on **central city apartments, intensification, and social housing**.

We **oppose urban expansion over arable land or recreation areas**.

We ask Council to **impose a tax on vacant properties** to improve housing affordability and supply, as discussed by the Tax Working Group.

We ask Council to **restrict the rental of entire properties on Airbnb or similar agencies**, to increase housing supply for residents. For example, any property could only be let in its entirety for a maximum of 5 weeks per year.

We support Council's focus on **affordable housing and intensification**, and approve the intention for all residential development in the city centre to qualify for a development contribution waiver. Support the use of staff time to enable this provision of more affordable housing.

## Environment

We ask Council to **suspend boat launching from Delaware Bay estuary** and to enhance boat launching infrastructure at Cable Bay in its place.

We ask Council to **phase out plantation forestry in the Maitai Valley catchment**, to be replaced by indigenous forest.

We support **funding for Brook Waimarama Sanctuary**.

We support **restoring the Maitai River** through Jobs for Nature, ecological restoration plans, and other means.

We support the **planting and maintenance of indigenous forest** to support biodiversity, erosion control, soil health, river health, recreation areas, long-term carbon sequestration.

We support Council in recognising that ‘the environment is our foundation, and that a healthy **natural environment is essential to our health and wellbeing** and we all have a duty to care for it.’

We ask Council to plant **indigenous forest in the Grampians**.

We ask Council to **protect and restore our coastal and marine environment**, especially estuaries, as such environments are important carbon sinks and habitats for wildlife.

We ask council to **prohibit bottom dredging and trawling** because it releases huge amounts of CO<sub>2</sub> (Salas et al, Nature 17 March 2021) and has severe negative effects on the marine environment, as evidenced by the disaster of scallop fishing in Tasman Bay.

We ask Council to further protect the marine environment by creating new and/or enlarging existing **Marine Protected Areas/Marine Reserves**.

## Transport

We ask Council to adopt the following **vision statement** for its transport policy:

Make active transport and public transport the most attractive mode of transport for the majority of people for most journeys.

We ask Council to work toward a **mode shift to active transport and public transport** via the following:

Create safe cycling and walking routes to all schools.

A direct commuter cycling road between Nelson and Richmond.

Congestion charges to alleviate congestion.

Lower speed limits (30 kph) for vehicles throughout the Nelson urban area and all residential areas.

Prioritise active transport over vehicular transport in all planning, infrastructure, and funding decisions.

Free public transport for students and pensioners.

No new roads.

Education campaign that

Disincentives to short distance car trips.

Ensure persons with limited mobility can access public areas.



## **Wastewater**

We support renewal of the North Nelson sewage treatment plant and Atawhai Rising Main, and encourage the plan to move this facility inland before it is overtopped and discharges waste into marine areas.

We ask Council to develop a **100 year plan for key infrastructure** such as sewage treatment facilities (including Bell Island).

## **Solid Waste**

Support an **end to all single use plastics** including soft drink bottles, yoghurt containers, food containers such as plastic sushi containers.

## **Pest Plant Control**

Support **pest control** in areas of newly planted and regenerating indigenous forests.

Support the intensive knockdown of pest plants. The longer the pest plants are able to seed and spread the harder it will be for future generations to control. When the native forest canopy is destroyed it allows more light in, and weeds to flourish. Funding is needed for all of Nelson Nature projects and Biodiversity responsibilities.

Support a **rapid phasing out of widespread glyphosate use** because it is likely carcinogenic to humans.

## **New company model – Nelson Airport and Port Nelson**

We ask that Council and Council controlled organisations such as Nelson Airport Limited and Port Nelson clearly state in their annual report the projected future impacts on their business operations of climate change and the Zero Carbon Act. The operations of Nelson Airport Limited and Port Nelson will be strongly impacted by reduced fossil fuel use as we strive to meet our emissions budgets.

## Submission Summary

Development Contributions Policy 2021 - Submission #29451

**Dr Aaron Stallard**

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Environmental Management	Development Contributions Policy		Please see attached

**Submission NCC Long Term Plan**

21 April 2021

*I thank Nelson City Council for this opportunity to submit on the Long Term Plan.*

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## Climate Change

I ask Council to play a **leading role** in the region's transition to a low-emissions economy.

I ask NCC to become **carbon neutral by 2030**, to provide leadership in this area.

I ask for transparency on the emissions profile of NCC and Nelson overall. To this end, we ask for an **online emissions dashboard** on NCC's website that provides graphical representations of annual emissions data by sector (e.g., transport, energy, waste) and by gas type (e.g., carbon dioxide, methane), and shows targets. This way, anyone can check on progress in achieving our goals.

I support Council's aspiration to 'Quickly decrease our emissions to create a zero carbon future' and to this end we ask NCC to set a **firm target** for reducing greenhouse gas emissions. I suggest following the IPCC Special Report on 1.5° Warming, which states the need for a decrease in emissions of at least 7.6% per year, each year to 2030. This reduction is necessary to limit warming to 1.5°C.

I ask NCC to actively seek to **end coal use** in the region by 2025 for the sake of human and environmental health, and to combat climate change.

I ask Council to support a strategy to **rapidly reduce transport emissions by:**

- Making cycling the quickest and safest and most convenient way of getting around Nelson.
- Reducing vehicle use by reducing the number of car parks in the city centre, reducing speed limits, and using physical barriers and other measures to discourage short-distance car trips.
- Encourage cycling by developing a direct vehicle-separate commuter cycle road between Nelson and Richmond that enables school students and commuters to travel between Nelson and Richmond in 30 minutes.
- Duplicate the Nelson South Innovative Streets project model of co-development with local residents and school students to other similar streets throughout Nelson. Combine this with the School Travel Plan project to roll out for all schools to reduce congestion, emissions and increase safety around schools.
- Allocate **at least 30% of the total transport budget to active transport** (building on the recommendation of the UN's Global Outlook on Walking and Cycling report).
- Bring forward the timeline and increase the ambition of NCC's part of the Regional Public Transport Plan
- An ongoing **marketing and education campaign** that explains and promotes the future of transport in terms of the shift away from fossil fuel vehicles to cycling, walking, and public transport, and shared vehicles. Also explaining that the city centre will become car-free and that cycling and walking will be the best ways of getting around in the city centre. The co-benefits are significant, such as improved health and livability of our neighbourhoods.

I ask that Council and Council-related organisations such as Nelson Airport Limited and Port Nelson clearly state in their annual report the projected future impacts on their business operations of both climate change and the Zero Carbon Act. The operations of both of these companies will be strongly impacted by both sea level rise and reduced fossil fuel use.

I ask NCC to develop a **climate change adaptation plan** for Nelson in the context of the upcoming central government Climate Change Adaptation Act, and delay the decision on the location of expensive infrastructure such as the library until the decision can be made in the context of NCC's adaptation plan.

I ask NCC to **ban new consents** for fossil fuelled industrial heating systems and boilers.

I ask NCC to **capture and use all landfill gas**.

I support an **Urban Greening Plan** that increases and protects sequestration ecosystems including existing trees. Other important sinks such as wetland and coastal blue carbon need acknowledgement and protection, for their biodiversity and their carbon sequestration.

Any new **council building to have low embodied carbon** (new Scion Building in Rotorua). Note that this refers to the emissions during construction and is distinct from being energy efficient. Maximise the use of carbon storing timber in the structure and minimise that amount of concrete and steel - so timber floors rather than concrete, timber columns and beams rather than steel or concrete.

I ask NCC to make installing any **new fossil gas appliance a discretionary activity**. Fugitive emissions mean that fossil gas can be as bad as coal in terms of climate change emissions. LPG is not a transition fuel: it is a dead end and a dead loss for the environment.

I ask NCC to **not support hydrogen fuel projects**. Hydrogen is remarkably energy-inefficient and requires massive infrastructure investment. Please support electricity as an energy source, not hydrogen.

I ask NCC to **prohibit any new gas installations**.

I ask Council to develop a **Climate Action Plan** which would include an emission reduction strategy for the whole district, adaptation plan for climate-induced risks, and a just transition for vulnerable communities. Council needs to provide a carbon footprint for the whole district, so that the emission reduction targets can be set for the whole district, as they are under CEMARS for Council operations.



## Nelson City Centre

I would like to congratulate Council on the new covered bike racks/spaces in Montgomery Sq and outside Civic House.

I recognize that low-emissions cities have a **compact form, high population density, and a transport profile dominated by active transport and public transport.**

I note that Nelson city is **failing in all these areas**, as Council is seeking to further expand the urban area into a rural recreation area in the Maitai Valley, there are currently only 73 residents within 500 m of the city centre, and the city is dominated by cars (more than 40% of the land area in the city is car parks and roads).

I ask Council to create a **safe, low-emissions, people-friendly city centre** in two stages, as follows:

### Stage 1

- Pedestrianisation of Trafalgar Street to Hardy Street.
- Close off vehicle access to Buxton and Montgomery Square car parks from Bridge and Hardy Streets.
- Reducing the number of car parks and reducing speed limits.
- Make raised negotiated pedestrian crossings covering the whole area of the Bridge–Trafalgar and Hardy–Trafalgar intersections, and the area from the top of Trafalgar Street to the Cathedral steps, with a speed limit of 10 kph.
- Develop a ring road around the city (Collingwood, Halifax, Rutherford) to avoid traffic through the city itself.
- Encourage the construction of medium-rise apartments within the city centre.
- Develop laneways connecting different parts of the city centre and adjacent green spaces (Anzac Park, Queens Gardens, Pikimai, Maitai River)

### Stage 2

- Pedestrianisation of Trafalgar Street to Halifax, and Hardy Street between Collingwood and Rutherford. Make Bridge Street a cobbled 'negotiated street' between Collingwood and Rutherford (speed limit of ~15 kph), with few car parks.
- Develop public spaces in pedestrianized areas.
- Plant urban trees and develop urban green spaces.
- New community hub (including library) and apartments among a green area in the site of Buxton carpark.

I also want to emphasise the importance of the '20 minute town' concept, in which people can reach where they live, work, learn, shop and play within 20 minutes of active or public transport, thus greatly reducing the need for private car use.

I ask Council to make the **retailing of motor vehicles an Industrial Activity** to free up space in the CBD, inner city fringe, and residential areas. Please signal this intention now, prohibit

any new car sales premises outside of Industrial zoned areas, and set a timeframe for the change.

## Library

I ask Council to **delay the decision** on the location of expensive infrastructure such as the library until such decisions can be made in the context of NCC's adaptation plan, under the framework of central government's Climate Change Adaptation Act (deals with the complex legal and technical issues involved in the process of managed retreat, and presumably a nationwide funding formula) and the Strategic Planning Act (which will mandate the use of spatial planning, to develop long term regional spatial strategies).

I support **option five for the library**, and support investigating alternative sites including Buxton carpark and areas near NMIT.

I ask Council to consider having the Civic House and library together on one footprint, in a safe and long term accessible site.

## **Community Facilities and Partnerships**

I support **option five for the library** (consider a new site), and suggest Council considers Buxton carpark and areas near NMIT.

I support a **Māori ward on Council**.

I ask **Council to be a Living Wage employer**.

I ask Council to **support the Nelson Tasman Climate Forum** to engage with communities to reduce carbon emissions and become more resilient using the Climate Action Book as a resource.

## Housing Affordability and Intensification

I **oppose Council making budgetary provisions** for infrastructure that supports urban development in the Kaka/Maitai Valley.

I **oppose any rezoning of land in the Maitai-Kaka catchment** for residential development.

I ask for Council to make a budget allocation in the LTP to **procure the Kaka Valley for incorporation into a recreation reserve or Regional Park** in the Maitai Valley. This development would support Council's wellbeing and climate change goals, and align with the wishes of the community (as indicated by the 11,000 signatories calling on NCC to oppose rezoning of rural land in the Kaka Valley to residential).

I support a focus on **central city apartments, intensification, and social housing**.

I **oppose urban expansion over arable land or recreation areas**.

I ask Council to **impose a tax on vacant properties** to improve housing affordability and supply, as discussed by the Tax Working Group.

I ask Council to **restrict the rental of entire properties on Airbnb or similar agencies**, to increase housing supply for residents. For example, any property could only be let in its entirety for a maximum of 5 weeks per year.

I support Council's focus on **affordable housing and intensification**, and approve the intention for all residential development in the city centre to qualify for a development contribution waiver. Support the use of staff time to enable this provision of more affordable housing.

## Environment

I ask Council to **suspend boat launching from Delaware Bay estuary** and to enhance boat launching infrastructure at Cable Bay in its place.

I ask Council to **phase out plantation forestry in the Maitai Valley catchment**, to be replaced by indigenous forest.

I support **funding for Brook Waimarama Sanctuary**.

I support **restoring the Maitai River** through Jobs for Nature, ecological restoration plans, and other means.

I support the **planting and maintenance of indigenous forest** to support biodiversity, erosion control, soil health, river health, recreation areas, long-term carbon sequestration.

I support Council in recognising that ‘the environment is our foundation, and that a healthy **natural environment is essential to our health and wellbeing** and we all have a duty to care for it.’

I ask Council to plant **indigenous forest in the Grampians**.

I ask Council to **protect and restore our coastal and marine environment**, especially estuaries, as such environments are important carbon sinks and habitats for wildlife.

I ask council to **prohibit bottom dredging and trawling** because it releases huge amounts of CO<sub>2</sub> (Salas et al, Nature 17 March 2021) and has severe negative effects on the marine environment, as evidenced by the disaster of scallop fishing in Tasman Bay.

I ask Council to further protect the marine environment by creating new and/or enlarging existing **Marine Protected Areas/Marine Reserves**.

## Transport

I ask Council to adopt the following **vision statement** for its transport policy:

Make active transport and public transport the most attractive mode of transport for the majority of people for most journeys.

I ask Council to work toward a **mode shift to active transport and public transport** via the following:

Create safe cycling and walking routes to all schools.

A direct commuter cycling road between Nelson and Richmond.

Congestion charges to alleviate congestion.

Lower speed limits (30 kph) for vehicles throughout the Nelson urban area and all residential areas.

Prioritise active transport over vehicular transport in all planning, infrastructure, and funding decisions.

Free public transport for students and pensioners.

No new roads.

Education campaign that

Disincentives to short distance car trips.

Ensure persons with limited mobility can access public areas.

## **Wastewater**

No new infrastructure to support residential subdivision in the Maitai Valley.



## **Solid Waste**

Support an **end to all single use plastics** including soft drink bottles, yoghurt containers, food containers such as plastic sushi containers.

## **Pest Plant Control**

Support **pest control** in areas of newly planted and regenerating indigenous forests.

Support the intensive knockdown of pest plants. The longer the pest plants are able to seed and spread the harder it will be for future generations to control. When the native forest canopy is destroyed it allows more light in, and weeds to flourish. Funding is needed for all of Nelson Nature projects and Biodiversity responsibilities.

Support a **rapid phasing out of widespread glyphosate use** because it is likely carcinogenic to humans.

## **New company model – Nelson Airport and Port Nelson**

I ask that Council and Council controlled organisations such as Nelson Airport Limited and Port Nelson clearly state in their annual report the projected future impacts on their business operations of climate change and the Zero Carbon Act. The operations of Nelson Airport Limited and Port Nelson will be strongly impacted by reduced fossil fuel use as we strive to meet our emissions budgets.