

inner city

ICd Description

ICd.1 The Inner City Zone covers the commercial area of inner Nelson. It extends from Pioneer Park in the west, to include the Polytechnic and the government precinct in Albion Square on the eastern side. The Maitai River and residential areas form a natural boundary to the north, while the Cathedral and residential areas in the vicinity of Nile Street (East and West) define the southern extremity.

ICd.2 See the objective and policies relating to zones in Chapter 5 (district wide objectives and policies).

Within the Inner City there are two definable areas.

city centre

ICd.3 The City Centre is the area within the ring road formed by Collingwood, Halifax, and Rutherford Streets, and Selwyn Place. It also extends to the Maitai River along Trafalgar Street. This recognises the potential that exists to link the City Centre to this under-utilised natural feature, complementing the Church Steps and the Cathedral at the other end of Trafalgar Street. (It is considered that a City Centre zoning for the area bordering the Maitai River will generally result in activities with a higher standard of amenity, and more pedestrian traffic, than if the area were City Fringe.)

ICd.4 The City Centre is the heart of the city and provides a city and regional destination. It contains a concentration of mainly comparison shopping, services such as banks and offices, as well as a growing number of restaurants, cafes and other entertainment activities. All contribute to the City Centre being a commercial, cultural, tourist and recreational focal point to the city.

ICd.5 Past planning provisions have resulted in a compact form which is relatively easily walked from end to end. An important part of the character and functioning of the City Centre has been the progressive development since the 1960s of parking squares. These give vehicle access and parking directly behind the buildings on the main pedestrian streets.

ICd.6 The establishment of the ring road to divert through-traffic from using Bridge, Hardy and Trafalgar Streets, along with traffic calming measures, has reduced traffic volumes and impacts within the City Centre. Direct access from the ring road to the squares has also reduced the need for vehicles to travel down Hardy and Bridge Streets.

ICd.7 Streetscape works, including planting, street furniture and paving, have enhanced the amenity of the area as has the creation of the 1903 park.

ICd.8 Over most of the area, sites are highly developed as past planning provisions have allowed 100% coverage, with the Council providing car parking collectively.

ICd.9 The majority of the buildings within the City Centre are low rise, predominantly two storeys. There are only a handful of buildings in excess of 4 storeys. Many of the buildings date from the Victorian or Edwardian period, and many of these are of historic and architectural significance.

ICd.10 The term City Centre is used rather than “Central Business District” to reflect the multiplicity of functions and the community focus. While it is recognised that retailing is the primary activity in the City Centre, and is likely to remain so, the broader term City Centre better describes the range of functions served by the area.

city fringe

ICd.11 The City Fringe more or less surrounds the City Centre, on the outer side of the ring road.

ICd.12 Activities in the City Fringe are diverse and include convenience shopping (such as supermarkets), some service industries, large site retailing (such as bulk retail and second hand stores), offices, the Nelson Polytechnic, cultural and recreational facilities, wholesaling, and retailing to commercial users in the City Centre. Businesses tend to be more vehicle oriented. That is, people are more likely to drive to these businesses, and may in fact need to drive to a particular site.

ICd.13 The area has been formed as a result of transition to other activities and past contraction of the retail centre. This had tended to sprawl over a wide area until previous planning controls concentrated retail activity into the City Centre.

ICd.14 The appearance of the area is diverse, and includes substantial Government Service buildings, churches, the Polytechnic, converted dwellings, warehouses and purpose built commercial buildings.

ICd.15 The general appearance of the area tends therefore to be somewhat utilitarian, although landscaping has softened particularly the Government buildings and the Polytechnic. Heavy traffic volumes are experienced around the inner edge of the area. The area is frequently used for free all day parking, which has led to some congestion, particularly around the Polytechnic.

objective

IC1 form and access



A compact and convenient pedestrian oriented environment within the City Centre, which is supported and complemented by a predominantly vehicle oriented City Fringe of self-contained sites.

Reasons

IC1.i The strength and usefulness of the City Centre, as the commercial and cultural focus of the city, relies on the life that people bring to the area. Comparison shopping, and the recreational functions served by the City Centre, are enhanced by a pedestrian orientation. If the City Centre is dispersed, cohesion breaks down and it is no longer convenient for the people using it. This is an adverse effect on people, and the environment that is the City Centre. By providing the opportunity for activities to locate in the Fringe which are unsuited or unable to locate in the City Centre, the quality of the environment in the City Centre can be enhanced, eg. enabling vehicle based activities in the City Fringe reduces potentially adverse effects within the City Centre. A focus on supporting and complementing the City Centre is included to ensure the area enhances rather than weakens the role of the City Centre. The City Fringe is also an important location for activities that may be unsuited to the Industrial Zone or the Suburban Commercial areas. Likewise, the provision for limited large format retailing and complimentary activities on the site defined in Schedule N is in recognition of the appropriateness of that Site to accommodate growth in this retailing sector in an efficient manner that also maintains the strength and vitality of the commercial environment.

policy
IC1.1 strength of city centre

Activities should not set up in locations, where singly or together with other activities, they are likely to have a significant adverse effect on the role of the City Centre as the focal point for the City. Within the city fringe, special provision is made for small scale activities in Nile Street West, while limited large format retailing is specifically provided for in the Schedule N (Industrial Zone in Tahunanui).

Explanation and Reasons

IC1.1.i The policy is concerned with adverse effects of activities on the City Centre. The City Centre is a physical resource in terms of the Act's definition of natural and physical resources. When considered in conjunction with the definition of 'environment' the City Centre is an aspect of the Nelson City community that should be sustained.

IC1.1.ii The policy addresses the City Centre as an entity, and does not seek to protect particular existing activities. As noted in ICd.4, the City Centre is the commercial, cultural, tourist and recreational focal point to the city. The policy is concerned with the vitality of the City Centre as a whole. The City Centre is a complex interaction between the physical environment, including heritage buildings, landscaping, parking and traffic control, and the activities that occur within the area.

IC1.1.iii Certain activities setting up outside the City Centre can lead to a decline in the role of the Centre as a focal point for a range of purposes. Despite the mosaic of activities that make up the City Centre, retailing is the activity with the greatest potential impact. This is because it is a major attractor of people. Also, retailing can tend to form alternate centres or nodes to the detriment of the City Centre as a whole. This is not usually the case for other activities such as restaurants and cafés.

IC1.1.iv The City Centre has had a major investment of public money to support its role as a community focal point e.g. the creation of the parking squares, paving, planting and addition of street furniture, street closures and the development of the ring road system. Any significant decline in the City Centre would also threaten the viability of many heritage buildings which make a significant contribution to the character of Nelson, and the City Centre in particular.

IC1.1.v Restricting retailing in the City Fringe area has costs. A total prohibition would not allow businesses the flexibility to locate on sites that best suit their needs. Thus benefits would be lost to retailers and shoppers in terms of convenient vehicle-based shopping, and possibly cheaper prices. Hence, the Plan provides an appropriate opportunity for commercial activities in other complimentary locations.

IC1.1.vi These factors, however, must be weighed against the decline in the City Centre that would result if a totally hands-off approach were adopted. Controls have therefore been put in place to regulate the scale and nature of retailing activities with regard to their proximity and relationship to the City Centre from both a functional and locational basis. These controls recognise the growing physical demand for commercial activities, especially the large format retail trends, that may not be able to be met in the City Centre or could only be met at the expense of the present convenient pedestrian orientation of the City Centre. The City Centre is also better adapted to being served by public transport.

IC1.1.vii The policy focuses on activities that might adversely affect the City Centre, rather than total prohibition. It provides for retailing and other activities outside the City Centre so long as they do not adversely affect the Centre. Thus the methods that implement the policy allow as of right retailing in the City Fringe and as a controlled activity within schedule N in the Industrial Zone in Tahunanui that can be defined as having minor effects, or indeed that would be unsuited to a City Centre location. Finally, other retailing is considered as a discretionary activity on a case by case basis. This allows an effects based assessment of any possible adverse effects. This multi-pronged approach aims to capture the benefits of a more flexible approach, while maintaining the overall objective of a strong and vibrant City Centre, while enabling the community to meet its need for land for growth in the retailing sector.

IC1.1. viii Special provision has been made for Nile Street West, recognising the presence of the Rutherford Hotel and the high tourist foot traffic that this generates.

Methods

IC1.1.ix Continue to enhance the desirability of the City Centre as a place for people to visit and businesses to locate in eg. physical works to enhance the attractiveness of the City Centre (paving, planting etc), maintain and improve access to the City Centre and parking within, more pedestrian-friendly environment.

IC1.1.x Rules controlling retail activities in the City Fringe area and Industrial Zone which compete with the City Centre, which are unsuited to a City Centre location or are unable to be accommodated within other commercial zones.

policy

IC1.2 large scale activities

Activities which are likely to generate large numbers of customers should be sited preferably within the City Centre, on sites with good physical linkages to the City Centre, or on the site defined by Schedule N (see Schedule N in the Industrial Zone).

Explanation and Reasons

IC1.2.i This policy recognises the particular needs and effects of activities with a large customer base. These are most likely to be large scale retail stores, such as warehouse trading operations, super stores or supermarkets. The policy gives preference to such activities located within the City Centre, subject to the availability of suitable sites and their effects being acceptable. This supports the City Centre as the commercial, cultural, tourist and recreational focal point of the city. It is recognised that in the Inner City, sites suitable for high customer-generating activities may only be available in the City Fringe. In such cases there should be strong linkages between the site and the City Centre itself. Again this helps reinforce the objective of a compact and convenient City Centre which is supported by the Fringe. Occasional events such as carnivals and festivals outside the City Centre would not be contrary to this policy.

Method

IC1.2.ii Rules providing for large scale retail activities to locate:

- a) in close proximity to the ring road.
- b) otherwise on the site defined by Schedule N (see Schedule N in the Industrial Zone).

policy

IC1.3 access - city centre

Access of people and goods to and from the City Centre should be maintained and enhanced. Within the City Centre pedestrian accessibility and safety should be enhanced, and vehicle/pedestrian conflicts reduced, recognising in particular the needs of people with disabilities.

Explanation and Reasons

IC1.3.i People get to the City Centre by foot, cycle, public transport and private vehicles, with the private car being the dominant form of transport. The policy aims to ensure good access of vehicles to the City Centre, but to reinforce the dominance of pedestrians within the City Centre. The Squares provide a very good framework to build on. They bring people close to the main pedestrian streets, enabling them to leave their vehicles to complete a number of tasks on foot.

Methods

IC1.3.ii Maintain and enhance ability of ring road to bring vehicles to City Centre.

IC1.3.iii Create more parking squares.

IC1.3.iv Further traffic calming.

IC1.3.v Investigate improving public transport eg siting of bus stops, taxi stands.

IC1.3.vi Improve cycling facilities.

policy
IC1.4 access - ring road

Activities which have the potential to generate a high number of vehicle trips or heavy vehicle usage should locate with safe direct or indirect access to arterial or principal roads (as defined on the Planning Maps).

Explanation and Reasons

IC1.4.i The ring road, and Vanguard and St Vincent Streets are designed to carry higher traffic volumes. The policy aims to have activities with high potential traffic impacts locating on either side of the ring road or on Vanguard or St Vincent Street. Access from other roads is to be restricted to locations in the Fringe where there are not significant impacts on the functioning of those roads.

Method

IC1.4.ii Rule requiring large scale retail activity to locate with access to, or close to, the ring road. Assess other sites on their merits via the resource consent process.

policy
IC1.5 maintenance of traffic routes

The operation of activities should not compromise the safe and efficient operation of the roading system, in particular the ring road.

Explanation and Reasons

IC1.5.i The ring road is the primary access around and to the City Centre. Preservation of the function of that road is vital to the success of the City Centre, otherwise development will tend to drift to areas better served by traffic routes. This may involve controlling the number or location of access points.

Method

IC1.5.ii Rules controlling number of access points according to the roading hierarchy (i.e. major arterial/principal street/collector road etc).

policy
IC1.6 parking



Parking within the City Centre shall be provided in parking areas defined for that purpose, in locations which enhance vehicle and pedestrian access, while sites in the City Fringe will be required to provide for the parking demand they generate.



Explanation and Reasons

IC1.6.i Land in the City Centre is a scarce resource. Collective provision of car parking means that 100% of individual sites can be developed, making better use of the land resource. It also makes more efficient use of car parks. Car parking in central squares also increases the accessibility of the City Centre and ties the area together as an entity. Separate car parks tend to cause disaggregation of an area. The policy does not rule out the option of individual sites providing parking for their own needs, but means that this is not a requirement.

IC1.6.ii The City Fringe will be dominated by traffic effects. In order to minimise potential hazards created by traffic movement and traffic generation it is important that each site provides adequate space on site so that parking and manoeuvring of vehicles can be contained within the boundaries of the site. Where there is insufficient room on site, flexibility can be provided for some or all of these facilities to be provided off site eg. by a legally binding agreement to lease parking elsewhere. The proviso is, however, that this arrangement should not lead to a hazard to traffic or pedestrians.



Methods

- IC1.6.iii Maintain existing differential rates within the City Centre, with the Council providing collective parking for new developments setting up in the City Centre.
- IC1.6.iv Rules in the City Fringe specifying requirements for parking according to broad types of activity.

policy

IC1.7 compactness/consolidation - city centre

Infill development and consolidation within the City Centre will be encouraged, to provide an environment that is easily walked from one extent to the other.

Explanation and Reasons

IC1.7.i There is scope for intensification of development within the City Centre, including infill of gaps, eg. in Trafalgar Street. Any development would have to be compatible with the other policies set for the City Centre, eg. in terms of noise, and traffic generation. Such development would enhance the vitality and viability of the area and assist the achievement of a compact centre with a subsequent concentration of activities. Concentrating activities around the Squares and the main streets with access to them, aims to make efficient use of these parking areas, thereby reducing traffic flows elsewhere in the City Centre.

Methods

- IC1.7.ii Control building coverage only by reference to daylight admission and similar controls.
- IC1.7.iii The Council to act as facilitator through strategic purchase and redevelopment of land.
- IC1.7.iv Develop new car parking squares which will provide the focus for redevelopment around them.

policy

IC1.8 pedestrian circulation - city centre

Activities at ground floor level in the main pedestrian areas of the City Centre should be attractive and interesting to pedestrians, and should promote rather than inhibit the flow of pedestrian traffic.

Explanation and Reasons

IC1.8.i This policy seeks to avoid things such as blank or uninteresting frontages, or a row of such frontages which collectively discourage pedestrian circulation along streets. The intention is to avoid “dead” areas which detract from the pleasantness of the whole City Centre and which can lead to activities seeking to relocate outside the City Centre.

IC1.8.ii Gaps created when buildings in the main streets are demolished and not rebuilt can be unsightly and can also disrupt the flow of pedestrians by breaking up or isolating areas.

Methods

- IC1.8.iii Rule requiring transparent glass frontages on the ground floor of main pedestrian areas and squares, and restricting the use of solid roller security doors.
- IC1.8.iv Rule preventing residential activity on ground floor.

policy

IC1.9 pedestrian access - city centre

Provision of pedestrian access between the main pedestrian streets and the public car parking areas will be promoted, particularly after hours access, taking account of the needs of people with disabilities.

Explanation and Reasons

IC1.9.i This policy aims to increase the number of pedestrian access points from the car parks to the main pedestrian streets. This could be via conditions on resource consent or by the Council buying access rights. Good access from the car parks is expected to reduce people's desire to take their vehicles into the main streets.

Methods

- IC1.9.ii Rely on the market to provide pedestrian links as part of new developments or when old buildings are refurbished (as has happened to a large degree with Buxton and Montgomery Squares).
- IC1.9.iii Where the voluntary methods do not work the Council may set access requirements as a condition of a resource consent or in exchange for a development being in non-compliance with a rule, eg. slightly over height.
- IC1.9.iv The Council will provide pedestrian access to Trafalgar Street as part of road stopping of Achilles Avenue, Wakatu Lane and New Street when any new squares are established.

objective

IC2 street and public amenity

Streets and public areas which are pleasant and attractive for people to visit and use.

Reasons

IC2.i The success of the City Centre relies very much on the quality of the environment it provides to people and businesses.

policy

IC2.1 sunlight - Trafalgar, Hardy and Bridge Streets

Buildings and structures within the ring road should allow reasonable access of direct midwinter sunlight to the pedestrian areas of Trafalgar Street, and along the footpaths on the southern sides of Hardy and Bridge Streets.

Explanation and Reasons

IC2.1.i Direct sunlight is important for enhancing the pleasant and attractive qualities of the main streets and public areas to pedestrians. Because of its north-south orientation, Trafalgar Street is shaded by buildings on the opposite side of the street. As east-west streets, Bridge and Hardy Streets are particularly prone to winter shading by buildings on the northern side. These streets are narrower than Trafalgar Street which worsens the problem. The policy aims to ensure comfortable levels of sunlight for shoppers and other users.

policy

IC2.2 sunlight and daylight - other areas

The levels of access of sunlight and daylight to other areas within Inner City should take account of what is reasonable given the use, density of development and character of those areas.

Explanation and Reasons

IC2.2.i The policy aims to allow reasonable access of sunlight appropriate to the use and nature of other areas in the City Centre and the City Fringe. Therefore the Squares, and any public parks (eg. the 1903 site), should receive reasonable levels of sunlight. On the other hand, in some of the minor side streets and lanes it might be reasonable to expect reduced levels of sunlight amenity. Similar judgements are required for areas on the boundary of the City Centre.

Methods (policies IC2.1 and IC2.2)

IC2.2.ii Rules setting sunlight recession planes which buildings may not penetrate.

policy

IC2.3 weather protection

Weather protection should be provided over building frontages in areas of high pedestrian usage within the Inner City.

Explanation and Reasons

IC2.3.i For the main pedestrian areas to be convenient and attractive, a degree of protection from the weather is needed, such as from the effects of rain and wind. In the past, verandahs over shop frontages have provided some protection, and provisions in the Plan seek that a similar level of protection is maintained where pedestrian numbers are high.

Method

IC2.3.ii Rule requiring verandahs on main pedestrian areas, and setting specifications.

policy

IC2.4 views

Buildings and structures should not interrupt or otherwise compromise significant views within the Inner City and from other parts of the City across the Zone.

Explanation and Reasons

IC2.4.i Nelson's inner city is enhanced by its setting within the hills and the views that are afforded of these and the more distant mountains, of the sea from Church Hill, and of Church Hill itself and the steps (significant views are defined in Appendix 9 - landscape components and views).

IC2.4.ii As well as providing an attractive setting, these features also provide a sense of place and orientation for people visiting the inner city. The policy aims to ensure that buildings and structures do not block or detract from these views. In some circumstances buildings may enhance a view by providing a better frame for it.

Methods

IC2.4.iii Rule defining view shaft protection area from the Church Steps, looking down Trafalgar Street.

IC2.4.iv Use view shafts defined in Appendix 9 (landscape components and views) to assess any consent for a building which exceeds the height limits or the recession planes established in the rules.

policy

IC2.5 public space, Maitai River

Public access, public use and the amenity of the Maitai River where it bounds the City Centre shall be enhanced.

Explanation and Reasons

IC2.5.i Opportunities also exist to better link the Maitai River to the City Centre, and to enhance its attractiveness. Opportunities should also be taken to increase and enhance public areas where appropriate as part of private developments eg as a form of environmental compensation when a building is, for example, over height. The option of making parts of Trafalgar Street into pedestrian malls at some future time would also yield areas which could be used for public space, cafes, and similar activities.

Method

IC2.5.ii For the Maitai River: purchase access, works, planting (the Council will use indigenous species as appropriate), and use placement of civic buildings to enhance amenity and use of area. This will also be achieved, where appropriate, by conditions on consents. The Council will initiate procedures to close that part of Ajax Avenue fronting Miller's Acre and include it in a landscaped river bank.

policy

IC2.6 street enhancement and public facilities

Enhance the attractiveness of the City Centre and the public facilities available to the public.

Explanation and Reasons

IC2.6.i Past traffic calming, paving, planting and addition of street furniture to parts of the main pedestrian streets have made these areas much more attractive and convenient for people using the City Centre. The policy provides for these works to be extended to other parts of the streets, and the provision of more and better toilets. The Squares would also benefit from works which soften their appearance, eg. planting, and which better define areas for pedestrian movement, eg. by paving. Conditions of consent could also require landscaping or other works which enhance the streetscape or public areas. The southern end of the City Centre is relatively well served with public space, with Church Hill and the 1903 park. The northern end of the City Centre however lacks convenient areas for shoppers and people working in the City.

Methods

IC2.6.ii The Council will continue its programme of streetscape enhancement and the provision of new and upgraded facilities in the City Centre.

IC2.6.iii To require landscaping or other enhancement as a condition of resource consents where appropriate.

IC2.6.iv For parks and public spaces, the Council will purchase or acquire land or money as a condition of consent (as a financial contribution). When new squares are developed the Council will, where appropriate, take the opportunity to incorporate planted and landscaped areas in the new and existing squares. Where a building is over height, or otherwise departs from a permitted standard, the Council will consider requiring the provision of public open space or other facilities by way of compensation.

objective

IC3 site amenity

Site development which:

- a) *is appropriate to the streetscape of the area, and*
- b) *is sympathetic to the form and function of the locality, and*
- c) *is sympathetic to the character of the heritage buildings in the Inner City*

Reasons

IC3.i The Inner City, particularly the City Centre, is highly visible to the public and visitors to Nelson. It contributes substantially to the identity of the City. In an inner city environment, buildings are the main factor in determining this identity. In the City Centre in particular, buildings become more than just private structures. The design of buildings has a very significant impact on the public amenity or pleasantness of the area. It is recognised that the City Fringe can contain buildings of a more utilitarian nature, and that a lesser standard of amenity may be appropriate.

policy

IC3.1 street wall - Trafalgar, Hardy and Bridge Streets

The overall appearance of Trafalgar, Hardy and Bridge Streets within the City Centre should be of:

- a) *strong enclosure by buildings, and*
- b) *visually pleasing coherence, and*
- c) *reasonable continuity of facade height, and line of the street wall, with respect to the street boundary.*

Exceptions will be provided for where:

- a) *there are benefits in terms of the creation of public space, pedestrian access, the retention of any heritage building or item, or where a building design makes a particular contribution to enhancing the streetscape, or*
- b) *there are benefits in terms of public transport bringing people into the City Centre (except on Trafalgar Street), and*
- c) *any adverse effects in terms of the appearance of the street, and the movement of people along these streets can be mitigated or remedied.*

Explanation and Reasons

IC3.1.i Trafalgar, Hardy and Bridge Streets have historically been characterised by more or less continuous vertical walls of buildings. These were generally two storeys (occasionally three) built up to the street boundaries which provide a very defined street environment. The policy aims to maintain and enhance this overall appearance. Vacant sections, for example, are not considered appropriate in a main street environment. Similarly, gaps between buildings and irregular setback from the street can detract from the appearance and cohesion of the street and interrupt pedestrian flows. Large variation in the height of facades can also affect the coherence of the streetscape, with low facades sometimes providing a street edge that is out of character with the streetscape, the effect of which can usually be remedied by controlling façade heights.

IC3.1.ii Exceptions are provided for where there are positive effects, and where adverse effects can be dealt with, eg. by landscaping. One example might be the retention of an historic building outside the building line, when all surrounding buildings have been set back because of a road widening requirement. Some gaps between buildings may be necessary for access, recognising that visual impact can be reduced or overcome. Flexibility is provided for activities or designs that will enhance the amenity of the City Centre, such as provision of public open space or access. Flexibility is also provided for public transport depots as they enhance pedestrian use of the inner city and lessen the space required for carparking. The Trafalgar Street frontage is not considered desirable for such bus depots since it has strong visual and commercial significance.

Methods

- IC3.1.iii Rules controlling facade height, continuity and positioning on road boundaries.
- IC3.1.iv Deal with exceptions by way of discretionary activity.
- IC3.1.v Guidance through the Nelson City Centre Design Guide.
- IC3.1.vi Conditions on consent requiring landscaping or similar enhancement.
- IC3.1.vii The Council's own works eg. parks, paving, street furniture.

policy

IC3.2 street appearance - remainder of zone

Sites should present an attractive frontage to the street which is appropriate to the function of the site and should remedy or mitigate any adverse visual impacts readily visible from public areas.

Explanation and Reasons

IC3.2.i Apart from the main retail streets, which are dealt with in Policy IC3.1, sites will not be required to locate buildings or parts of buildings on the road frontage. They will have the freedom to orientate the site according to function, providing an attractive street frontage is maintained.

Methods

- IC3.2.ii Rely on businesses to present a site which is attractive to their customers.
- IC3.2.iii Rules controlling outdoor storage.

policy

IC3.3 style and form - city centre

New buildings and alterations to existing buildings within the City Centre should be of a form and style which:

- a) *is sympathetic to, and compatible with the design of the significant buildings in the vicinity, and*
- b) *in particular, has regard to and draws on the significant architectural features of historic buildings in the vicinity, while not necessarily imitating them.*

Explanation and Reasons (see also DO4 heritage provisions)

IC3.3.i The policy aims to avoid disparate building designs which detract from the streetscape in the City Centre. Where there is a heritage building nearby, the design of any new development will need to take account of it. This does not involve mimicking heritage buildings, but rather reflecting key elements from the design of that historic building.

IC3.3.ii "In the vicinity" requires regard to be had to the visual catchment in which the building is located. This may include the buildings immediately adjacent, in the block, or across the street, depending on the particular circumstances.

Methods

- IC3.3.iii Rules controlling building design for sites in Trafalgar, Hardy, and Bridge Streets linked to the Nelson City Centre Design Guide.
- IC3.3.iv Elsewhere, encourage voluntary use of the relevant principles in the City Centre Design Guide. Also apply the policy, and the principles of the design guide, in appropriate cases when a resource consent is required.

policy

IC3.4 building height

The height of any building or structure should not compromise the scale of the Inner City and its setting on the valley floor.

Explanation and Reasons

IC3.4.i With a few exceptions, Nelson's inner city is relatively low rise. Tall buildings tend to have a significant impact on the cityscape and its relationship with the surrounding hills. They can be out of scale with the streetscape, other buildings, and the relationship of the inner city to the surrounding areas. (See also policy IC2.4 - views)

Methods

IC3.4.ii Rule setting maximum building height.

objective

IC4 activities and adverse effects

A diversity of activities which do not adversely affect the environment sought for the City Centre and City Fringe.

Reasons

IC4.i There are two main factors that make the City Centre attractive for people to visit and use. One is the physical environment - the attractiveness of the streets and the buildings, and the accessibility. The other is the activities that occur there, such as retailing, services, cafes, restaurants, street stalls, markets, buskers and festivals. Similarly, in the City Fringe the main factor is the ease of vehicle access. The objective aims to enable a diverse range of activities to occur. This is providing they are appropriate to the pedestrian and vehicle oriented environments being fostered in the City Centre and City Fringe respectively.

policy

IC4.1 range of activities

Activities which enhance the vitality and vibrancy of the City Centre shall be encouraged.

Explanation and Reasons

IC4.1.i The policy signals a flexible approach to the activities that can locate in the Inner City, with the overall aim of enhancing the City Centre. The Plan does not attempt to pick winners but rather to provide scope for activities to locate where they consider most appropriate, so long as the objectives and policies of the plan are not compromised. The policy also deals with informal activities such as markets, carnivals and street entertainment which add colour to the City Centre.

Methods

IC4.1.ii Rules controlling activities by reference to general effects, rather than naming activities which are allowed in the City Centre.

IC4.1.iii Support informal activities which have a positive effect on the vitality of the City Centre.

IC4.1.iv Council licensing policy which enables appropriate informal activities such as street stalls and use of footpath areas.

policy

IC4.2 adverse effects

Activities should not give rise to levels of noise, smell, dust, and smoke, or traffic, landscape, aesthetic or other adverse effects which will detract from the character being sought for the City Centre and City Fringe areas.

Explanation and Reasons

IC4.2.i The City Centre is primarily a people place. Because of this, the Plan aims to exclude activities from the City Centre which are excessively noisy or smelly, or which generate other effects which are inappropriate in a City Centre environment. If such adverse effects can be controlled to a level suitable to the people oriented nature of the City Centre, then the activity should be allowed to occur.

IC4.2.ii A lower level of amenity is expected in the City Fringe than in the City Centre. For example, vehicle movements and sizes will be greater. More noise and other effects will be tolerated. Nevertheless the area will still primarily serve people, in terms of them coming to the area for services or goods. The City Fringe is not an industrial area where there is little interaction with the general public, and where higher levels of effects might be permissible.

Methods

IC4.2.iii Rules setting performance standards for emissions such as noise, smoke, dust, and odour.

IC4.2.iv Rules with a limited listing of unacceptable activities.

policy

IC4.3 residential amenity

The Inner City, and sites used for residential activity, should provide a reasonable standard of residential amenity, but recognising that the fundamental character of the area is non-residential.

Explanation and Reasons

IC4.3.i The Inner City is not the suburbs and a similar level of residential amenity cannot be expected. Higher levels of noise and glare, for example, must be expected in the Inner City. Also the expectation of outdoor space must be lower than in suburban areas. Similarly, given the height of some buildings in the City Centre, expectation regarding privacy and sunlight must be lower. At the same time, the policy recognises a broad bottom line to protect residential amenity in the Inner City. This recognises residential activity is a valid activity, deserving of a degree of protection from more traditional Inner City activities.

Methods

IC4.3.ii Provision of information on opportunities for inner city living and the relevant Resource Management Plan provisions.

IC4.3.iii Rules setting performance standards for residential activity.

objective

IC5 effects on neighbouring zones

Development on the edge of the Zone which does not detract from neighbouring or nearby zones but seeks to complement in function and design the values of the adjacent zones.

Reasons

IC5.i The Inner City involves a concentration of activities, and a scale of buildings, which by their nature can have impacts on areas adjacent to, or even remote from the Inner City. These cross boundary effects need to be addressed in order to minimise any reduction in environmental quality in other areas.

policy

IC5.1 amenity of neighbouring areas

Activities within the Inner City should not have adverse effects which significantly diminish the amenity of neighbouring areas, having regard to the character of these areas and the cumulative effects of such activities.

Explanation and Reasons

IC5.1.i Any impacts that activities in the Inner City have on neighbouring areas need to take account of the nature of that area. Residential areas will be more sensitive to certain effects such as noise and glare, than commercial areas. Also a single activity may have effects that are acceptable to a residential neighbourhood, but the addition of further similar activities may eventually lead to an unacceptable level of effect. The policy aims to address such cumulative effects.

Method

IC5.1.ii Rules setting performance standards for effects such as noise and odour.

policy

IC5.2 residential zones

Special regard shall be had to preventing any deterioration of the amenity of the Residential Zone as a result of expansion of activities from the Inner City Zone, or as a result of adverse effects across the zone boundary

Explanation and Reasons

IC5.2.i A reasonably liberal approach is being taken to the type of activity that can establish within the Inner City Zone. A tough line will be taken, however, to limit the intrusion of the Zone into the Residential Zone. This could be either directly in terms of physical expansion, or in terms of effects which impact on residential areas.

Methods

IC5.2.ii Rules with performance standards for effects such as noise and odour.

IC5.2.iii Rules requiring landscaping buffers, application of the residential noise standards and daylight angles along any residentially zoned site.

policy

IC5.3 traffic

The adverse effects on other areas of traffic generated by activities within the Inner City, including any cumulative effects, should be avoided, remedied, or mitigated.

Explanation and Reasons

IC5.3.i The success of the City Centre can generate traffic impacts particularly around the periphery, but potentially in more remote locations too. These impacts need to be avoided, remedied or mitigated, taking account of the nature of the area affected.

Methods

- IC5.3.ii Rule requiring parking, loading and manoeuvring to be contained on site.
- IC5.3.iii Use of financial contributions in lieu of parking to offset an adverse effect; requiring additional parking on another site, requiring loading during off peak traffic hours (where appropriate).
- IC5.3.iv Monitoring of traffic volumes and impacts, and response as appropriate.

ICe environmental results anticipated and performance indicators

ICe.i The following results are expected to be achieved by the above objectives, policies and methods. The means of monitoring whether this Plan achieves the necessary changes are also detailed below:

Anticipated Environmental Result	Indicators	Data Source
<p>ICe.1 Development of a convenient and compact City Centre aiding the efficient operation as a focus for a wide range of activities</p>	<p>ICe.1.1 a) People's views about getting to and around the City Centre b) Change in number of pedestrians c) Infilling of gaps in streets d) Activities locating in the City Centre rather than on fringes</p>	<p>City Centre Pedestrian Survey (CCPS) Map using Valuation NZ Data</p>
<p>ICe.2 A multi-functional City Centre with vitality and diversity and with a local and transient population to support and enliven it, including a slowly growing residential population</p>	<p>ICe.2.1 a) Change in type and number of selected activities b) Change in number of people living in the City Centre c) Change in type and frequency of visits made to the City Centre eg. shopping, recreation d) Change in people's impressions about the City Centre environment</p>	<p>VNZ information Census CCPS CCPS</p>
<p>ICe.3 A more attractive streetscape, where good new and good old buildings blend</p>	<p>ICe.3.1 a) Change in facade heights, form and style b) Number of significant heritage buildings lost c) Changes in cases where new buildings clash with historic ones d) People's impressions</p>	<p>Regular photographic recording of City Centre street frontages CCPS</p>

<p>ICe.4 Pleasant and quality pedestrian areas and public places which are well used</p>	<p>ICe.4.1 a) Users' views about suitability of pedestrian areas and public places in terms of sunlight, shelter, safety b) Change in number of pedestrians getting around the City Centre</p>	<p>CCPS</p>
<p>ICe.5 Control of adverse effects of activities and development in the City Centre to within acceptable levels of environmental quality</p>	<p>ICe.5.1 a) Changes in ambient noise levels and other environmental effects at selected locations b) Complaints received about adverse effects</p>	<p>Data collected at selected sites Council complaints register</p>