

Submitter Name	Section / Sub-section / Provision	Submission number / Point Number	Position	Summary of Submission	Relief Summary
Peter Grant	HRZ - High Density Residential Zone /Objectives /	78.1	Amend	Supports enabling greater housing diversity to meet the needs of growing older populations, with choices near services and amenities. Considers the option for medium and high density zones dedicated for older people with communal areas. Considers choices needs to use Crime Prevention Through Safer Environmental Design principles for connection and safety.	Amend objectives to incentivize developers to meet requirements for Universal Design for older residents. Consider enabling a greater site coverage where Universal Design Standards are met.
Peter Grant	HRZ - High Density Residential Zone /Objectives	78.2	Support	Supports protection of parks and reserves through open space and natural space zones to retain green spaces for Napier, as housing density increases. Consider the need for open spaces for older people in higher density areas with limited space onsite.	No relief sought or inferred
Peter Grant	HRZ - High Density Residential Zone /Policies	78.3	Support	Supports policy to enabling greater housing diversity to meet the needs of growing older populations, with choices near services and amenities. Considers the option for medium and high density zones dedicated for older people with communal areas. Considers choices needs to use Crime Prevention Through Safer Environmental Design principles for connection and safety.	No relief sought or inferred
Peter Grant	MRZ - Medium Density Residential Zone /MRZ - Medium Density Residential Zone - Rules Table /MRZ-R1A	78.4	Amend	Amend objectives to incentivize developers to meet requirements for Universal Design for older residents. Consider enabling a greater site coverage where Universal Design Standards are met.	Amend objectives to incentivize developers to meet requirements for Universal Design for older residents. Consider enabling a greater site coverage where Universal Design Standards are met.
Peter Grant	HRZ - High Density Residential Zone /Policies /	78.5	Amend	Considers policy should state requirements for accesible and mobility permit parking in developments in high density areas. Considers universal design is essential to enablin equitable access for older limited mobility residents.	Amend to require Safe and accessible parking areas to provide access to mobility car parking and mobility scooter parking, and e-charging for both.
Peter Grant	MRZ - Medium Density Residential Zone /Policies	78.6	Amend	Supports safe and accessible parking areas in medium density developments.	Amend to explicitly include requirements for Mobility car and scooter parking

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Peter Grant	GRZ - General Residential Zone /GRZ - General Residential Zone - Standards Table	78.7	Support	Supports the proposed standards for fences and walls. Safety and visibility from and to the street are important for older people, particularly for those living alone. Social connections within neighbourhoods are important and lower fence heights go some way towards achieving this. Passive surveillance of the streetscape also helps with crime prevention. Comments also apply to MRZ-S8, HRZ-S8, and LLRZ-S8.	Amend to incorporate design guidelines to ensure utilisation of appropriate fence design and products.
Peter Grant	MRZ - Medium Density Residential Zone /Policies	78.8	Amend	Supports enabling greater housing diversity to meet the needs of growing older populations, with choices near services and amenities. Considers the option for medium and high density zones dedicated for older people with communal areas. Considers choices needs to use Crime Prevention Through Safer Environmental Design principles for connection and safety. (Refer original submission for case study)	Amend policies to incentivize developers to meet requirements for Universal Design for older residents. Consider enabling a greater site coverage where Universal Design Standards are met.
Peter Grant	HRZ - High Density Residential Zone /Objectives	78.9	Amend	Supports enabling greater housing diversity to meet the needs of growing older populations, with choices near services and amenities. Considers the option for medium and high density zones dedicated for older people with communal areas. Considers choices needs to use Crime Prevention Through Safer Environmental Design principles for connection and safety. (Refer original submission for case study)	Amend objectives to incentivize developers to meet requirements for Universal Design for older residents. Consider enabling a greater site coverage where Universal Design Standards are met.
Peter Grant	HRZ - High Density Residential Zone /Policies	78.10	Amend	Supports protection of parks and reserves through open space and natural space zones to retain green spaces for Napier, particularly as housing density increases. Higher density housing areas will introduce a need for open spaces so older people (and the wider population) can exercise and enjoy the outdoors, particularly if properties have limited outdoor space on site.	Amend objectives to provide for minimum public open space zones, which are easily accessible, in high density residential areas.

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Peter Grant	TPT - Transport /Policies	78.11	Amend	Consideration needs to be given explicitly to separating mobility scooters from the general terminology of 'micro mobility'. Our city's population is ageing, and approximately half of our population over 65 live with a disability. This means more and more people will be using out pathways and/or roadways on mobility scooters. Shared pathways may not be the answer with multi-modal micro-mobility options. Suitable, safe pathways will be required.	Amend the policy to include specific mention of mobility scooters in planning effective and safe integration with the transport network.
Peter Grant	TPT - Transport /Policies	78.12	Amend	Supports enabling connectivity to multiple escape routes is especially important for older residents who may have less mobility, in the event of an emergency evacuation. Development of subdivisions and land needs to build in evacuation routes where dead-end cul-de-sacs and associated pedestrian/cycle routes /alleyways are not the only option available.	Development of subdivisions and land needs to build in evacuation routes where dead-end cul-de-sacs and associated pedestrian/cycle routes /alleyways are not the only option available to residents, especially those with limited mobility, for evacuation.
Peter Grant	TPT - Transport /Policies	78.13	Amend	Considers requirement of explicit provision for mobility car parking and effecient placement to meet demand. States there is likely to be an estimated increase in mobility parking permits between 2021 and 2033 which will require an associated increase in the provision of mobility car parking in the city.Quality living environments in residential zones requires having access to adequate, accessible mobility parking close to or as part of residential developments. (Refer to orginal submission for figures)	Include specific mention of mobility car parking in the management of the design of parking areas and associated number and location considerations.Include specific considerations for access to mobility car parks in all residential zones.(Refer to original submission for linked report.)
Peter Grant	TPT - Transport /TPT - Transport - Standards Table /	78.14	Amend	The proposed standard for bike parking lack mention of e-bike facilities and covered bike parking. States that the standard does not reflect the intention to encourage cycling as transport without these provisions to support health and reduce emissions.	Provide for inclusion of minimum requirements for secure e-bike charging stations, and secure covered bicycle parking at outdoor sites.

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Peter Grant	NOSZ - Natural Open Space Zone /Policies	78.15	Amend	Supports retaining and enhancing the natural environment by ensuring that activities, buildings and other structures are compatible with the natural characteristics of the zone. Considers the need to ensure these spaces are accessible to all with the anticipated increase in housing developments, and the proposed introduction of medium and high-density residential zones.	Amend for a clear focus on accessibility to and through spaces in the form of suitable parking and pathways in particular, and provision of adequate resting points which make use of quality seating areas while ensuring structures are compatible with the natural characteristics of the zone.
Peter Grant	OSZ - Open Space Zone /Policies	78.16	Amend	Supports provision quality natural open space environments for passive and active recreational opportunities, along with the necessary facilities and structures to support them.As a city, we should be encouraging more people to make use of all the city has to offer. We saw the shift in the use of public open space environments during Covid pandemic lockdowns and there is an opportunity here to provide spaces that are inclusive.With our growing older population, we need to make sure these spaces are accessible to all. This is particularly important with the anticipated increase in housing developments, and the proposed introduction of medium and high-density residential zones.Our comments also apply to NOSZ-P2.	Amend for a clear focus on accessibility to and through spaces in the form of suitable parking and pathways in particular, and provision of adequate resting points which make use of quality seating areas while ensuring structures are compatible with the natural characteristics of the zone.
Peter Grant	MRZ - Medium Density Residential Zone /MRZ - Medium Density Residential Zone - Standards Table /MRZ-S8: Fences and walls	78.17	Support	Supports the proposed standards for fences and walls. Safety and visibility from and to the street are important for older people, particularly for those living alone. Social connections within neighbourhoods are important and lower fence heights go some way towards achieving this. Passive surveillance of the streetscape also helps with crime prevention.	Incorporate design guidelines to ensure utilisation of appropriate fence design and products.
Peter Grant	HRZ - High Density Residential Zone /HRZ - High Density Residential Zone - Standards Table /HRZ-S8: Fences and walls	78.18	Support	Supports the proposed standards for fences and walls. Safety and visibility from and to the street are important for older people, particularly for those living alone. Social connections within neighbourhoods are important and lower fence heights go some way towards achieving this. Passive surveillance of the streetscape also helps with crime prevention.	Incorporate design guidelines to ensure utilisation of appropriate fence design and products.

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Peter Grant	LLRZ - Large Lot Residential Zone /LLRZ - Large Lot Residential Zone - Standards Table /LLRZ-S8: Fences and walls	78.19	Support	Supports the proposed standards for fences and walls. Safety and visibility from and to the street are important for older people, particularly for those living alone. Social connections within neighbourhoods are important and lower fence heights go some way towards achieving this. Passive surveillance of the streetscape also helps with crime prevention.	Incorporate design guidelines to ensure utilisation of appropriate fence design and products.
Peter Grant	OSZ - Open Space Zone /Policies /OSZ-P4: Quality open space environments	78.20		Supports protection of parks and reserves through open space and natural space zones to retain green spaces for as housing density increases. Higher density housing areas introduce a need for open spaces so older people (and the wider population) can exercise and enjoy the outdoors if properties have limited outdoor space on site.	Provide for minimum public open space zones, which are easily accessible, in high density residential areas.
Peter Grant	SUB - Subdivision /Policies /SUB-P7: Providing for connectivity	78.21	Amend	Enabling connectivity to multiple escape routes is important for residents, particularly older residents who may have less mobility, in the event of an emergency evacuation. Development of subdivisions and land needs to build in evacuation routes where dead-end cul-de-sacs and associated pedestrian/cycle routes /alleyways are not the only option available.	Amend for Development of subdivisions and land to build in evacuation routes where dead-end cul-de-sacs and associated pedestrian/cycle routes /alleyways are not the only option available to residents, especially those with limited mobility, for evacuation
Peter Grant	SUB - Subdivision /Assessment criteria /SUB-AC1: General, applies to all subdivision (including boundary adjustments)	78.22	Amend	Enabling connectivity to multiple escape routes is important for residents, particularly older residents who may have less mobility, in the event of an emergency evacuation. Development of subdivisions and land needs to build in evacuation routes where dead-end cul-de-sacs and associated pedestrian/cycle routes /alleyways are not the only option available.	Amend for development of subdivisions and land to build in evacuation routes where dead-end cul-de-sacs and associated pedestrian/cycle routes /alleyways are not the only option available to residents, especially those with limited mobility, for evacuation.