



# Plan Change 11 to the City of Napier District Plan

Park Island Re-configuration

Hearing Report

17016S42REPORT  
7 May 2018



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## 1. PURPOSE OF REPORT

This report considers and addresses submissions received in relation to Plan Change 11 (PC11) to reconfigure the existing Main Residential and Sport Park Zones west of Orotu Drive.

## 2. SUMMARY OF PLAN CHANGE 11

The original Park Island Master Plan was developed in 2013 to provide a blueprint for development over a 30-year timeframe to meet the community's current and growing sport and recreation needs. It considered Park Island in the broader context and its relationship and linkages to surrounding areas, particularly the Parklands subdivision and Mana Ahuriri's Westminster Block. The 'sportsville' concept was the basis of the Master Plan with reorganisation and development focused around sporting 'hubs'. A major component was the inclusion of the substantial Northern Sporting Hub on a greenfields site west of Orotu Drive. A copy of the 2013 Master Plan is provided in **Appendix 1** and can also be seen (conceptionally) in **Figure 1**.

Following the adoption of the Master Plan in 2013, a number of smaller scale projects were completed in the Southern and Central Sports Hubs. However, before proceeding with some of the more significant capital developments, it was identified that a comprehensive review of the Master Plan was warranted.

During the 2016 stakeholder consultation, most sports organisations identified the need for greater capacity in sports fields based on growth of their sports. However, the consultation also confirmed a trend that has dramatically impacted on land requirements for sport demand i.e. a recent increase in the acceptability of the use of artificial turf pitches for sporting codes other than hockey, including football and rugby. This meant the sports demand could be better met by the implementation of artificial turf pitches that can be more intensively utilised and even shared between different codes.

Another significant change to the Plan was the removal of a proposed development of twelve tennis courts as they are no longer seen as needed or supported by the community. This was confirmed by the findings of the Indicative Business Case (IBC) carried out for the Clay Tennis Court proposal in 2015.

An updated Masterplan was subsequently presented to, and adopted by Council in April 2017, and a resolution passed to initiate a District Plan Change "to rezone Park Islands Northern Sports Hub to meet the Master Plan objectives". A copy of the 2017 Master Plan is provided in **Appendix 1**.

Updates to the Master Plan have seen a consolidation of the park layout giving the Northern Sports Hub a more compact urban form and better connectivity to the wider park and surrounds, with the proposed Northern Sports Hub being shifted southeast to overlay currently vacant land bordered by the corner of Orotu Drive and Westminster Avenue.



The Northern Sports Hub now includes additional and dedicated car parking to support the inclusion of a new high-performance facility and game standard training field for the HBRU, which will contribute to the creation of an additional 527 car parks on Park Island in total.

Owing to the relocation of the Northern Sports Hub, the redesign requires a District Plan Change to rezone the Residential Zone on the southeastern boundary to Sports Park Zone, and to rezone much of the current Sports Park Zone in the northeast, to a Main Residential Zone as shown in **Figure 1** below.

**Figure 1:** Conceptual Reconfiguration



With the updated Master Plan in hand, adjacent owners/occupiers and other residents in the Parklands and Tamatea areas were given an opportunity to provide feedback on the redesign and reconfiguration proposal during June and July 2017. Feedback from this initial engagement was to help inform the proposed Plan Change.

Adjacent residents were personally invited to an information sharing evening in mid-June 2017. All were also welcomed to meet individually with Napier City Council (NCC) planning staff. Six parties took this additional opportunity up.

A second community information evening was held with invitations extended to adjacent residents, all other Parklands residents, and a portion of residents along Westminster Avenue. In addition, notices about the community meeting were distributed through key contacts and locations within the Tamatea community. Information about the proposed redesign and



reconfiguration was posted on NCC's website, providing residents in the area (and more widely) with a further opportunity to seek information and/or provide comment.

Issues raised by residents attending the information sharing sessions was wide reaching. A large portion of the feedback centred on concerns about the possibility of two-storey housing in the next stages of Parklands, and the impact this type of housing may have on outlook, housing quality, and residential amenity. This feedback was in response to a separate process NCC was/is undertaking around changing the nature and form of covenants applying to residential development within the existing zoned and consented Parklands area.

A number of concerns were also raised around plans for extra car parking to accommodate users of the Northern Sports Hub. Residents asked questions about the capacity of the proposed car park in the hub, the likelihood of overflow parking on Orotu Drive and the impact of extra traffic generally. Several residents were concerned about the current excess speeding along both Orotu and Prebensen Drives. Some residents were interested in hours, hireage and licensing arrangements for the clubrooms envisaged to be established in the Northern Sports Hub area.

Residents were generally supportive of the greenspaces, neighbourhood playgrounds and linkages for pedestrians and cyclists proposed for the area as part of the Master Plan.

In terms of the visual impact of the reconfiguration, the focused one-on-one sessions raised concern around changes in outlook, the location and type of potential two-storey houses, interruptions to landscape and skyline views towards the west/north west, and treatment of the interface along Orotu Drive.

In response to the concerns about visual impacts, Council engaged a landscape architect to provide an assessment of the potential effects of the reconfiguration. This assessment concluded that the combined width (60 metres) of the road and drainage reserve along Orotu Drive combined with two recommendations for additional mitigation (clustered planting of specimen trees and a building height restriction for an additional 30 metres into the proposed residential area) were sufficient to address these concerns.

A number of minor consequential changes were also determined to be necessary to fully support the reconfiguration of zones and were ultimately proposed. These include:

- (1) Rezoning areas of the Sports Park Zone to a Reserve Zone that already act as reserves, such as the area of land between Prebensen Drive and existing Main Residential Zone,
- (2) Rezoning areas of the Main Residential Zone to Reserve Zone that are now reserves, such as the area in the south east corner of the existing Main Residential Zone alongside Orotu Drive,
- (3) Rezoning areas of the subject site to better provide for anticipated road linkages as follows:
  - Rezoning the existing link opposite Kapiti Drive from Reserve to Main Residential,



- Rezoning the existing link opposite Pacific Drive from Reserve to Main Residential,
- (4) Rezoning areas of the drainage reserve along Orotu Drive from Main Residential to Reserve now that these areas are no longer required for roading.

The current and proposed District Planning Maps to give effect to the Plan Change are provided in **Appendix 2**.

In considering and preparing the proposed Plan change, the evaluation firstly addressed *'whether reconfiguring the Sports Park and Main Residential Zones alongside Oruto Drive is the most appropriate way to achieve the purpose of the RMA'*. This involved outlining and considering:

- Councils statutory role in managing sports grounds and urban growth,
- Why the Park Island Master Plan was reviewed?
- What was considered in arriving upon the proposed reconfiguration?
- Will there be sufficient sports ground?
- Does the Plan Change give effect to the Regional Policy Statement?

Overall, the proposed reconfiguration was considered an appropriate way to achieve the purpose of the RMA. The following key points were referred to in coming to this view:

- (1) The reconfiguration will improve the integration and connectivity of sport facilities within Park Island,
- (2) The area of the Sports Park Zone will be of sufficient capacity to meet the current and growing needs of the community,
- (3) Effects associated with changes in visual outlook will be less than minor and appropriate for the setting,
- (4) Development will be serviced by existing and planned infrastructure solutions, and there will essentially be no change in this regard as a result of simply reconfiguring the zones,
- (5) Traffic related outcomes will remain within those planned and anticipated for the area,
- (6) There will be no increase in risks associated with soil contamination or natural hazards as a result of zoning areas of the Sports Park Zone to Main Residential,
- (7) The proposal continues to give effect to the RPS,
- (8) That due to all of the above factors the proposed plan change is considered to best serve the purpose of sustainable management of natural and physical resources.

Having determined that the proposed reconfiguration was an appropriate way to achieve the purpose of the RMA, it was a matter of determining whether the *provisions* of the



proposal were the most appropriate way to achieve this in terms of their efficiency and effectiveness.

In the context of this particular Plan Change, as the proposal was essentially a 'switch' of zones that carry with them established provisions to provide for specific landuse outcomes and to avoid, remedy or mitigate adverse effects, it was really only a matter of determining the need for any amendments to those existing Policies, Rules and Conditions.

In this regard, the assessments undertaken in relation to the initial evaluation pointed towards the following matters around which specific focus was required:

- (1) Visual outlook along the interface of the new Main Residential Zone along Orotu Drive,
- (2) Noise arising from the Sports Park Zone in its new location,
- (3) Light spill arising from the Sports Park Zone in its new location.

The appropriateness of the existing Rules of the Sports Park Zone to deliver the intentions of the Park Island Master Plan and Condition 48.12 in particular, which limits the floorspace of buildings were also relevant matters identified in an early audit as requiring reassessment through the plan change.

The way in which the existing provisions of the zones manage all other matters, including traffic and on-site car parking was considered an appropriate way to achieve the reconfiguration. This view was supported by expert traffic input as summarised in (5) above.

In terms of the change in visual outlook along the interface of the new Main Residential Zone along Orotu Drive, this was assessed by Isthmus Group in its report dated September 2017 provided in Appendix 7 of the Section 32 Evaluation, where the following was recommended as part of a mitigation strategy:

- (1) Clustered groupings of specimen trees planted along the western edge of Council owned reserve land (as shown indicatively in Figure 14 of the Isthmus Group report),
- (2) Restrict building height within a 30m wide strip along the Orotu Drive interface (as shown in Figure 14 of the Isthmus Group report) to 6m (generally single storey residential).

Item (1) has been recommended to be implemented through proposed changes to the Master Plan in Appendix 34 and as one of the Methods to implement Objective 4.7, which is *"To maintain and enhance residential amenity through the retention and planting of trees within the residential environment"*.

Condition 5.17 pertaining to building height in the Main Residential Zone has been recommended to be changed to give effect to Item (2).

In terms of noise arising from the Sports Park Zone in its new location, it was determined that the limits in Condition 48.13 are applied on a consistent basis to all Sports Park Zones within the City, many of which (like the Sports Park Zone subject to this Plan Change process in its



existing location) adjoin residential Zones with no known evidence of problems. On this basis, no amendments were considered necessary.

It was a similar matter with light spill, but to ensure that the Sport Park Zone could operate within the limits of Condition 48.14 which fall to apply, the intentions of the Master Plan in terms of lighting were considered by a specialist lighting company (XYST) in its report provided in Appendix 10 of the Section 32 Evaluation. This involved preparing a lighting design and performing light spill calculations with all lights “on” at 100% power with no allowance for depreciation of light output.

Based on design assumptions and report limitations it was concluded that the limits in Condition 48.14 could be complied with, thus negating the need for any changes.

Finally, it was a matter of testing the appropriateness of the existing Rules of the Sports Park Zone to deliver the intentions of the Park Island Master Plan and Condition 48.12 in particular, which limits the floorspace of buildings.

Here it was firstly a matter of expanding upon the type of permitted landuse activities to include gymnasiums, indoor sports facilities and healthcare centres - provided they are ancillary to sports activities undertaken on the Park, in order to recognise and provide for activities promoted by the community via the new Master Plan.

Secondly, and after taking the scale of other existing buildings within the Park Island Sport Park Zone into account, changes were proposed to Condition 48.12 relating to floor space so as not to unnecessarily restrict known and expected development identified in the Master Plan. An increase in the combined maximum floorspace of buildings within each Sports Hub (as identified on the Park Island Master Plan) to 4,000m<sup>2</sup> was recommended provided no one building exceeds 2,000m<sup>2</sup> gross floor area, and where buildings exceed 500m<sup>2</sup> gross floor area, they shall be located no less than 30m apart.

It was noted that the existing 10m maximum height and 6m yard setback provisions in Conditions 48.9 and 48.10 would remain. In respect to the visual outlook from Orotu and Westminster Drives, it was also noted that any built development within the Northern Sports Hub under these provisions would be significantly less than the quantum of built development that is currently provided for under the existing residential zoning of this area.

A copy of the changes to the provisions of the District Plan is provided in **Appendix 3**.

It was noted that Licensed Premises would continue to be classified as a Discretionary Activity under Rule 48.7(b), for which resource consent is required. No changes were proposed in this regard.

Overall, reconfiguring the Northern Sports Hub and developing Park Island in line with the 2017 Park Island Master Plan was considered to improve the way in which the Council provides for and delivers sport facilities for the community. Additionally, residential development alongside the Northern Sports Hub would remain within the area identified in



HPUDS as an appropriate residential growth area – with outcomes in this regard being similar to those anticipated under the existing zoning scenario.

In summary, the Section 32 evaluation confirmed:

1. Providing for residential development as proposed is appropriate as:
  - The area has already been identified as a suitable greenfield growth area for Napier in HPUDS and the RPS,
  - The area will be serviced by existing and planned infrastructure [irrespective of the reconfiguration],
  - The expanded residential Zone will provide for residential growth within urban limits close to social infrastructure including community, education, sport and recreation facilities, public open space and employment opportunities,
2. Whilst there are some perceived concerns in relation to traffic and changes in visual outlook, there is demonstrable community support for development of Park Island to meet sporting demands,
3. The proposed reconfiguration is an appropriate way to provide for the sustainable management of the City's resources in terms of the purpose of the RMA.
4. Adopting the existing provisions of the Sport Park and Main Residential Zones with minor amendments (as a means to mitigate any potential adverse effects) is an efficient, effective and appropriate way to provide for and achieve the reconfiguration.

The adoption of Plan Change 11 to the Napier District Plan was therefore considered to be efficient, effective, and appropriate in terms of Section 32 of the RMA.

### 3. SUBMISSIONS

PC11 was publicly notified on 6 December 2017 with an extended submission period closing on 9 February 2018. A total of seven (7) submissions were received and need to be considered.

These include two submissions from residents in the area and a resident representing a community group referred to as 'Parklands Neighbourhood Support Group 14A'. One submission sought for the Plan Change to be rejected, while the other two were neutral/supportive but raised views and suggestions mainly around traffic and car parking.

Submissions were also received from Powerco, the Hawkes Bay Regional Council, Launch Active Early Learning and Central Football. All were either neutral or in support.

No submissions raised any specific matters or challenges in terms of the proposed provisions of the Plan Change.



A total of five (5) further submissions were received – two from residents, two from people representing a relevant aspect of the public interest i.e. in relation childcare centres and environmental matters, and one from the Ahuriri Estuary Protection Society Inc.

A summary of the submissions and relief sought/matters raised is provided in **Table 1** below, with a summary of the further submissions included alongside the submission to which they relate. Copies of each are provided in **Appendices 4 and 5**.

The main point of contention relates to traffic, and from where the Northern Sports Hub should be accessed. Some submitters believe this should be from Clyde Jeffery Road, while others support the proposed access configuration.



**Table 1:** Summary of Submissions

Submitter Name	Submitter No.	Relief Sought / Matters Raised	Further Submissions
Ron Carswell	1	Reject PC11 and consider other options. Comments included: (1) Residential land to be swapped is ideal for a retirement village. (2) Objects to noise, light spill & traffic flows. (3) Site is unsuited to what is effectively a commercial activity. (4) Consider building a sports hub away from residential areas with good road access and adequate parking	
Parklands Neighbourhood Support Group 14A	2	Generally supports PC11 albeit with the amendments outlined in their submission as follows: (1) Vehicle access to the proposed northern sports hub be from Clyde Jeffery Drive (with no access from Orotu Drive). (2) Emergency access to the proposed northern sports hub be from the existing bridge in Westminster Ave. (3) Adequate parking be provided within the sports hubs (notwithstanding recognition of the additional 527 car parks proposed within the Sports Hubs and acceptance that there may be some overflow parking in residential areas during some major national events). (4) Sports buildings should be located as far as practicable from Orotu Drive.	<b>From Sue Mitchell (X2):</b> Opposing vehicle access to the proposed northern sports hub from Clyde Jeffery Drive (with no access from Orotu Drive) as suggested by Parklands Neighbourhood Support Group 14A and seeking that the whole submission be disallowed.
Nigel MacNeil	3	Neutral on PC11 but is concerned about parking on adjacent residential streets so requests either provide an additional 100 carparks on the sports hub or alternatively, create an alternative vehicle access to the sports hub via Clyde Jeffery Drive.	
Powerco	4	Neutral on PC11 but seeks to ensure recognition, protection and access to existing assets in the area plus ensure adequate and secure supply of gas can be supplied to new development where required. Poweco suggest that this would be best be achieved by way of early consultation in relation to future development, setting new buildings or structures back a minimum of 2 metres from existing underground pipes, and coordinating Council infrastructure provision with Powerco's gas delivery infrastructure.	
Central Football	5	Supports PC11 and seeks that there be no additional traffic off Clyde Jeffery Road.	



<p><b>Hawkes Bay Regional Council</b></p>	<p>6</p>	<p>No specific relief requested but suggests:</p> <ol style="list-style-type: none"> <li>(1) A fuller assessment of policies in the Regional Policy Statement was warranted as part of notification of PC11.</li> <li>(2) HBRC needs more details on stormwater collection, treatment and disposal to fully understand potential impacts on the quantity of stormwater runoff and water quality of receiving environments.</li> <li>(3) NCC should be aware that there is a natural overland flow path from the Taipo Stream over the existing Park Island Sports Park (Southern Sports Hub) generally towards the development area (the Northern Sports Hub).</li> <li>(4) NCC should undertake an assessment of the capability of the existing wastewater infrastructure to cope with the potential increase in the number of dwellings and share these findings with the HBRC in order to avoid any further incidents associated with discharge of contaminated stormwater due to network capacity issues.</li> <li>(5) Discussions should be held with the HBRC regarding the proposal to discharge secondary runoff from the development area to the Ahuriri Estuary via the Purimu pump station through the existing consent for discharge. The intention is to reduce potential contaminants entering the Ahuriri Estuary by way of stormwater design and treatment through low impact designs.</li> <li>(6) That due to potential liquefaction risk a geotechnical engineer provide input into the design of all buildings, including a site specific assessment of subsurface ground conditions.</li> <li>(7) That due to potential Tsunami inundation risk consideration be given to restricting the location of critical facilities within the development area and design, enhancement and protection of evacuation routes be considered when developing new infrastructure.</li> </ol>	<p><b>From June Graham (X1):</b> Supporting the HBRC submission.</p> <p><b>From Sue MacDonald - Ahuriri Estuary Protection Society Inc (X3):</b> Raising concern around stormwater run-off entering the estuary from increased housing closer to the estuary and supporting the HBRC submission in this regard.</p>
<p><b>Launch Active Early Learning</b></p>	<p>7</p>	<p>Supports PC11 but believes provision should be made for an 'early childhood education centre' to be included in Parklands Estate (being the new residential development area).</p>	<p><b>From Matt Finlayson (X4):</b> Opposing the establishment of childcare centres and seeking that the whole submission be disallowed.</p> <p><b>From Sindy Cormack (X5):</b> Stating that there are 3 existing childcare centres in the area and 1 under construction and seeking that this be considered in considering the submission.</p>



## 4. CONSIDERATION OF SUBMISSIONS

Submissions may be considered on an individual basis or under common themes or matters. Owing to the small number of submissions received however, and that they are somewhat matter focused in themselves in any case, the following report considers them on an individual basis, except in the case of Submissions (2) and (3), which raise similar matters.

Submissions (2) and (3) are considered ahead of Submission (1) to avoid repetition in terms of traffic and noise matters.

In summary however, Submissions (1) – (3) considered in Sections 4.1 and 4.2 generally relate to traffic and residential amenity, Submission (4) in Section 4.3 to utilities, Submission (5) in Section 4.4 to Park access, Submission (6) in Section 4.5 to servicing and natural hazards, and Submission (7) in Section 4.6 to the establishment of childcare centres. This is illustrated in Table 2 below.

Table 2:

Matter	Submitter	Further Submitter	Report Section
<b>Traffic and Residential Amenity</b>	Ron Carswell		Sections 4.1 and 4.2
	Parklands Neighbourhood Support Group 14A	Sue Mitchell	
	Nigel MacNeil		
<b>Utilities</b>	Powerco		Section 4.3
<b>Access to Park Island</b>	Central Football		Section 4.4
<b>Servicing and Natural Hazards</b>	Hawkes Bay Regional Council	Ahuriri Estuary Protection Society Inc	Section 4.5
		June Graham	
<b>Establishment of childcare centres</b>	Launch Active Early Learning	Matt Finlayson	Section 4.6
		Sindy Cormack	

### 4.1 Submissions (2) and (3) – Parklands Neighbourhood Support Group 14A and Nigel MacNeil

Submitter Name	Submitter No.	Relief Sought / Matters Raised
<b>Parklands Neighbourhood Support Group 14A</b>	2	Generally supports PC11 albeit with the amendments outlined in their submission as follows: (1) Vehicle access to the proposed northern sports hub be from Clyde Jeffery Drive (with no access from Orotu Drive). (2) Emergency access to the proposed northern sports hub be from the existing bridge in Westminster Ave. (3) Adequate parking be provided within the sports hubs (notwithstanding recognition of the additional 527 car parks proposed within the Sports Hubs and acceptance that there may be some overflow parking in residential areas during some major national events).



		(4) Sports buildings should be located as far as practicable from Orotu Drive.
<b>Nigel MacNeil</b>	3	Neutral on PC11 but is concerned about parking on adjacent residential streets so requests either provide an additional 100 carparks on the sports hub or alternatively, create an alternative vehicle access to the sports hub via Clyde Jeffery Drive.

Items (1) – (3) of Submission (2) and the matters in Submission (3) relate to traffic. Napier City Council's Transportation Team was therefore requested to provide expert input. A copy of the memo received to this effect is provided in **Appendix 6**. Key points include:

- 1. The option of all vehicle access for the Northern Sports Hub being via Clyde Jeffery Drive has been assessed in terms of safety and the level of service that could be achieved. If provided, this would be likely to make the recreational areas more vehicle dominated, introduce additional conflicts and would save very little in terms of distance travelled. Clyde Jeffery Drive and on road car parking in the vicinity is already at full capacity during large sports events.*
- 2. Formalised emergency access from Westminster Drive would require a new bridge across the drain as the existing one lane bridge is not suitable. This would also require additional maintenance to ensure the access was available at all times and may need to be gated to prevent misuse by others. Use of the proposed more resilient access off Orotu Drive is preferred to minimise travel time when attending to an emergency call out. There is no intention to disestablish this bridge and it remains under the NCC inspection and maintenance programme. There is no objection to the sports hub operator providing a gated access at this point to provide additional emergency resilience.*
- 3. The total number of car parks proposed for the Northern Sports Hub is 196, which is considered more than adequate for the proposed layout and calculated demand. There is likely to be an overspill of parking onto Orotu Drive estimated at up to 100 vehicles at peak times that would extend up to 600m along the road. This is acceptable based on the frequency anticipated and not considered to be a safety or capacity issue with the existing geometry of Orotu Drive. The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.*
- 4. The frequency of "peak" sporting activity times is likely to be once or twice a week including weekends and is expected to be outside the usual peak commuter and school times on the Parklands urban road network.*
- 5. A further 100 constructed car parks provided within the Northern Sports Hub will require additional sealed surfacing to be constructed and maintained with minimal utilisation. The existing on road parking along Orotu Drive is currently under utilised and provides an ideal alternative. The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.*

As evidenced from the commentary above NCC traffic engineers believe the proposed vehicle access and parking configuration and quantum of spaces provided (as notified in PC11) are the most practicable options to avoid and remedy any potential traffic related



adverse effects. While other options, such as those suggested by the submitters are available, they bring with them their own issues such increased conflict with Park users and delays in movement and associated vehicle queuing if all traffic was to access the whole of Park Island via a single road corridor (as raised by Sue Mitchell in her further submission).

Over supply of car parking also risks the efficient use of resources both in terms of the costs associated with formation of the carpark itself (construction, sealing, stormwater management, landscaping etc) and the opportunity costs of using valuable land for a purpose with a very low and occasional demand.

On this basis, it is recommended that the relief sought in regard to vehicle access to the Northern Sports Hub being from Clyde Jeffery Drive (with no access from Orotu Drive) and additional on-site car parking be disallowed. The relief sought in relation to emergency access to the Northern Sports Hub being available from the existing bridge in Westminster Avenue can be allowed in part however, given NCC's traffic engineers recommendation that the bridge is to be retained and remain part of NCC's regular inspection and maintenance programme, albeit recognising its limitations on use.

The final aspect of Submission (2) was *"residents would like any sports buildings to be located as far as practicable from Orotu Drive so as to maintain their quiet enjoyment and the residential nature of the area"*. This statement relates to maintaining amenity values, which are largely influenced by noise and visual outlook matters.

In terms of noise, the maximum limits specified in Condition 48.13 are applied on a consistent basis to all Sports Park Zones within the City, many of which (like the Sports Park Zone subject to this Plan Change process) adjoin residential zones. Given that there is no evidence of any noise issues associated with this interface of zones throughout the city and no identifiable unique circumstances in this particular instance that would give rise to deviation from this trend, no amendments are considered necessary to maintain amenity in terms of noise.

Regrading visual outlook and separation distances, Sections 5.11 and 5.12 of the Visual Assessment Report provided in Appendix 7 of the Section 32 Evaluation states:

***Views from Westminster Avenue (numbers 235 – 251) and Orotu Drive (numbers 2- 23)***

- 5.11 *Viewpoints 3 to 6 are taken from Westminster Avenue and Orotu Drive (Figures 7 - 9 Appendix A), looking towards the site. These views are considered representative of what can be seen from the residential properties along Westminster Ave. The changes to landscape as part of the proposed Plan Change will see the relocation of future residential housing to the north, and transferring the Northern Sports Hub to this location. The sports hub will then extend along Orotu Drive as to the existing Unison substation (opposite approximately 23 Orotu Drive). (Refer Figure 2 Graphic Attachments).*
- 5.12 *Although the specific development details of the sports park are yet to be determined, the proposed change from Residential to Sports Park Zone as anticipated under the Master Plan for viewpoints 3 to 6 are considered to have a positive visual effect on the existing landscape.*



*Key amenity aspects such as viewshafts and open space will be retained across this section of the site.*

Suitably qualified experts have considered the visual impacts of likely development within the Northern Sports Hub on existing residences in the immediate vicinity and concluded that the effects of the nature and scale of anticipated development will be no more than minor and not inappropriate for the setting.

On this basis, no amendments are considered necessary to maintain amenity in terms of visual outlook or separation distances.

It is also noted that with the width of the Reserve, being approximately 30m, together with the minimum 6m yard setback required under Condition 48.9(1)(a) of Chapter 48 pertaining to the Sport Park Zone, there will be a 36m minimum set back from the western side of Orotu Drive – increasing to 61m from dwellings on the eastern side of Orotu Drive due to the width of the road reserve.

### **Recommendation**

#### **It is therefore recommended:**

1. That the submissions of **Parklands Neighbourhood Support Group 14A (Submission 2)** and **Nigel MacNeil (Submission 3)** be **allowed** insofar as not opposing PC11 and retaining the existing bridge off Westminster Avenue as a potential emergency access into the Northern Sports Hub, but **disallowed** insofar as the relief sought in relation to vehicle access to the Northern Sports Hub being from Clyde Jeffery Drive (with no access from Orotu Drive) and additional on-site car parking being provided for the Northern Sports Hub.
2. That the further submission of **Sue Mitchell (Submission X2)** be **allowed** insofar as disallowing the relief sought by **Parklands Neighbourhood Support Group 14A (Submission 2)** in relation to vehicle access to the Northern Sports Hub being from Clyde Jeffery Drive (with no access from Orotu Drive) and additional on-site car parking being provided for the Northern Sports Hub, but **disallowed** insofar as retaining the existing bridge off Westminster Avenue as a potential emergency access into the Northern Sports Hub.

#### **The reasons for this recommendation being:**

- a) Clyde Jeffery Drive and on road car parking in the vicinity is already at full capacity during large sports events.
- b) Expert input has been received to support the proposed configuration, location of car parking areas and vehicle access points. In particular, the potential car parking overspill is acceptable based on the frequency anticipated and is not considered to be a safety or capacity issue with the existing geometry of Orotu Drive. Furthermore,



use of the under-utilised Orotu Drive road reserve is the preferred alternative to accommodate peak car parking demands.

- c) Taking the existing environment into account and what would occur without PC11, existing and new provisions will maintain amenity levels anticipated for residential environments.
- d) Allowing the full extent of Submissions (2) and (3) would concentrate the type of traffic effects attempting to be resolved to Clyde Jeffery Drive and its surrounds where there is currently no spare capacity during large events and where conflicts with recreational users would be significantly worsened.
- e) That emergency access to the Northern Sports Hub will be possible from the existing bridge in Westminster Avenue given NCC's traffic engineers recommendation that the bridge is to be retained and remain part of NCC's regular inspection and maintenance programme, albeit recognising its limitations on use.
- f) Allowing the full extent of Submissions (2) and (3) will not promote integrated management of natural and physical resources as required by Part II of the Resource Management Act 1991.

## 4.2 Submission (1) – Ron Carswell

Submitter Name	Submitter No.	Relief Sought / Matters Raised
Ron Carswell	1	Reject PC11 and consider other options. Comments included: (1) Residential land to be swapped is ideal for a retirement village. (2) Objects to noise, light spill & traffic flows. (3) Site is unsuited to what is effectively a commercial activity. (4) Consider building a sports hub away from residential areas with good road access and adequate parking

Retirement Complex's within the Main Residential Zone are classified as a Discretionary Activity under Rule 5.13(1)(b), meaning resource consent is required and every site needs to be considered on its merits. Regardless of the location and configuration of the Main Residential Zone, an application for a Retirement Complex may still be lodged. The proposed Plan Change therefore has no effect on the likelihood of this activity occurring.

While the Sports Park Zone itself does not provide for retirement villages the differences in location between the Northern Sports Hub and the Main Residential Zone as proposed under PC11 are not considered to be material should resource consent be applied for a retirement village. In other words, there is no known reason (either environmental or market led) why consent would be granted for a site towards the south (i.e. within the existing Main Residential Zone) and not on a site slightly further to the north (i.e. within the proposed Main Residential Zone).



Item (2) of the submission objects to noise, light spill and traffic flows. Noise and traffic matters have been considered in Section 4.1 above.

In terms of light spill, the implications of the Master Plan in terms of lighting were considered by a lighting specialist (XYST) in its report provided in Appendix 10 of the Section 32 Evaluation to determine if the Sport Park Zone could operate within the limits of Condition 48.14, which apply maximum permitted light spill levels.

The review involved preparing a lighting design and performing light spill calculations with all lights "on" at 100% power with no allowance for depreciation of light output. Based on design assumptions and report limitations it was concluded that the limits in Condition 48.14 could be complied with, thus concluding there was no need for any changes.

On the basis that the limits in Condition 48.14 are applied on a consistent basis to all Sports Park Zones within the City and are the same as those applied within the Main Residential Zone itself in Condition 5.23 (i.e. a maximum of 10 lux between the hours of 2200 and 0700 measured at the window of any habitable space within a building), no amendments were considered necessary.

In terms of Item (3) (i.e. the site is unsuited to what is effectively a commercial activity) and noting the expanded suite of permitted activities proposed i.e. the amendments to Rule 48.2, the District Plan essentially already anticipates and allows for the activities proposed, albeit under a different configuration, with or without PC11.

It should also be noted that Park Island has for over 30 years been developed as a major sporting and recreation hub for the community of Napier. During its evolution facilities including bespoke buildings have been erected to support the sporting use of the land. The potential HBRFU high performance facility is merely an extension of this ongoing trend, and buildings need to be specially designed to meet modern training standards and requirements. It is simply not realistic to expect a major sports hub without the necessary supporting infrastructure to deliver the full range of needs required by sporting codes in today's environment.

In terms of Item (4) (i.e. consider building a sports hub away from residential areas with good road access and adequate parking) relocating the sport facilities from the site is beyond the scope of the proposed Plan Change. It would also undermine the consolidation of Park Island as a major sporting hub for Napier in a convenient and accessible location that minimises travel time for the majority of residents. It is also noted that Park Island is already located with very good road access from all directions including the Expressway via arterial roads enabling the whole of the regions populace to travel to it directly and efficiently.



## Recommendation

It is therefore recommended:

1. That the submission of **Ron Carswell (Submission 1)** that PC11 be rejected be **disallowed**.

The reasons for this recommendation being:

- a) PC11 does not change the framework under which a Retirement Complex could be established on the site.
- b) Taking the existing environment into account and what would occur without PC11, existing and new provisions will maintain amenity levels anticipated for residential environments.
- c) PC11 does not introduce any new land use types, rather it re-configures them and allows improved provision for co-use of facilities between sporting codes.
- d) Park Island already has very good road access and the new Masterplan should provide adequate parking for all sporting codes dispersed throughout the whole of the facility (albeit supported on occasion by on road parking in the surrounding areas).
- e) The buildings provided for the Northern Sports Hub are necessary to support the specific requirements of sporting codes and are not simply a commercial activity/ building.
- f) There are no identifiable adverse effects in terms of noise, traffic, light spill and amenity arising from the Plan Change.
- g) Uplifting the Sport Park Zone over a portion of the site is beyond the scope of the proposed Plan Change.

## 4.3 Submission (4) – Powerco

Submitter Name	Submitter No.	Relief Sought / Matters Raised
Powerco	4	Neutral on PC11 but seeks to ensure recognition, protection and access to existing assets in the area plus ensure adequate and secure supply of gas can be supplied to new development where required. Poweco suggest that this would be best be achieved by way of early consultation in relation to future development, setting new buildings or structures back a minimum of 2 metres from existing underground pipes, and coordinating Council infrastructure provision with Powerco's gas delivery infrastructure.

The Napier City Council Asset Team was requested to provide expert input on matters relating to servicing. A copy of the memo received to this effect is provided in **Appendix 7**.



In relation to the matters raised by Powerco, it is confirmed in this memo that the suggestions have been noted and that no further comment or provisions are necessary.

In any case, what Powerco has raised in their submission can most effectively and efficiently be addressed and achieved through operational procedures of Council rather than by way of the District Plan. The memo from Napier City Council's Asset Team confirms its awareness of this.

### **Recommendation**

**It is therefore recommended:**

1. That the submission of **Powerco (Submission 4)** be **allowed** insofar as not opposing PC11, and the advice be noted without the need for any further provisions.

**The reasons for this recommendation being:**

- a) That Powerco's submission can most effectively and efficiently be addressed and achieved through operational procedures of Council rather than by way of the District Plan.

## **4.4 Submission (5) – Central Football**

Submitter Name	Submitter No.	Relief Sought / Matters Raised
<b>Central Football</b>	5	Supports PC11 and seeks that there be no additional traffic off Clyde Jeffery Road.

The expert advice provided by Napier City Council's Transportation Team provides for this outcome and no changes to this approach have been recommended as a result of assessing the merits of other submissions.

### **Recommendation**

**It is therefore recommended:**

1. That the submission of **Central Football (Submission 5)** be **allowed** insofar as supporting PC11 and avoiding access to the Northern Sports Hub from Clyde Jefferey Drive.

**The reasons for this recommendation being:**

- a) Allowing the submission will enable improvements in the way in which the Council provides for and delivers sport facilities for the community and residential development to continue as anticipated under HPU DS and in the District Plan.



- b) Allowing the submission will avoid adverse traffic effects in the vicinity of Clyde Jeffery Drive.

## 4.5 Submission (6) – Hawkes Bay Regional Council

Submitter Name	Submitter No.	Relief Sought / Matters Raised
Hawkes Bay Regional Council	6	<p>No specific relief requested but suggests:</p> <ol style="list-style-type: none"><li>(1) A fuller assessment of policies in the Regional Policy Statement was warranted as part of notification of PC11.</li><li>(2) HBRC needs more details on stormwater collection, treatment and disposal to fully understand potential impacts on the quantity of stormwater runoff and water quality of receiving environments.</li><li>(3) NCC should be aware that there is a natural overland flow path from the Taipo Stream over the existing Park Island Sports Park (Southern Sports Hub) generally towards the development area (the Northern Sports Hub).</li><li>(4) NCC should undertake an assessment of the capability of the existing wastewater infrastructure to cope with the potential increase in the number of dwellings and share these findings with the HBRC in order to avoid any further incidents associated with discharge of contaminated stormwater due to network capacity issues.</li><li>(5) Discussions should be held with the HBRC regarding the proposal to discharge secondary runoff from the development area to the Ahuriri Estuary via the Purimu pump station through the existing consent for discharge. The intention is to reduce potential contaminants entering the Ahuriri Estuary by way of stormwater design and treatment through low impact designs.</li><li>(6) That due to potential liquefaction risk a geotechnical engineer provide input into the design of all buildings, including a site specific assessment of subsurface ground conditions.</li><li>(7) That due to potential Tsunami inundation risk consideration be given to restricting the location of critical facilities within the development area and design, enhancement and protection of evacuation routes be considered when developing new infrastructure.</li></ol>

The further submission from June Graham (in general support of the HBRC submission) has been acknowledged in considering the submission from HBRC.

Item (1) relates to the approach taken to report on how the proposed Plan Change gives effect to the Regional Policy Statement (RPS). It was stated in the Section 32 Evaluation that as the proposed Plan Change was not so much a rezoning of land but a reconfiguration of zones within the same footprint, it was not considered necessary to analyse the full suite of Policies in the RPS to come to the conclusion that the proposed Plan change would give effect to the RPS. A detailed analysis of the provisions in Chapter 3.1B pertaining to *Managing the Built Environment* was however undertaken.



The submission from HBRC does not raise any issue with the conclusions of the S32 Evaluation in regard to the RPS, rather it seemed to suggest that more written evidence was required to demonstrate how the conclusions were arrived upon.

The following is provided in regard to the Chapters of the RPS referred to in the HBRC submission.

### ***Chapter 3.2 – The Sustainable Management of Coastal Resources***

Chapter 3.2 of the RPS contains 7 Objectives. Objective 4 seeks the promotion of the preservation of the natural character of the coastal environment and its protection from inappropriate subdivision, use and development, while Objective 5 is the maintenance, and where practicable, and in the public interest, the enhancement of public access to and along the coast. PC11 is setback from the coastal environment and the proposed reconfiguration is inland of existing development within the area. It is not anticipated to compromise the natural character of the coastal environment nor hinder public access to it.

Objective 6 is the management of coastal water quality to achieve appropriate standards, taking into account spatial variations in existing water quality, actual and potential public uses, and the sensitivity of the receiving environment. In terms of PC11, this is relevant in terms of stormwater management.

Stormwater runoff from the area is already accommodated by way of coastal discharge consent CD990516Wa held jointly by the Napier City Council and the Hawkes Bay Regional Council, where this Objective and an array of other provisions will be considered in its replacement process (a replacement application has been lodged and is currently being assessed by HBRC). This is the most appropriate forum to demonstrate compliance with all relevant objectives and policies given that PC11 is but a portion of the total discharge authorized by this consent and any means of improving stormwater quality will be part of a more holistic package dealing with all stormwater. In other words, there may be efficiencies in treating stormwater as a whole rather than individually, but this will be determined through the consent replacement process. This is expanded upon in terms of Item (5) of HBRC's submission.

Objective 7 is the promotion of the protection of coastal characteristics of special significance to iwi, including waahi tapu, tauranga waka, taonga raranga, mahinga kai and mahinga mataitai. Again, the proposed configuration applies to an area inland of existing development and consultation has been undertaken with iwi. No submissions were received nor any areas of significance to iwi identified for the land subject to PC11.

Objective 8 is the avoidance of further permanent development in areas prone to coastal erosion or inundation, taking into account the risk associated with global sea level rise and any protection afforded by natural coastal features. PC11 is not located within any of the Coastal Hazard Zones identified in the Regional Coastal Environment Plan, nor any of the more recently determined zones through the joint Coastal Hazard Strategy (Tangoio to Clifton) - albeit they have not yet reached the stage of being incorporated into any



regulatory planning document but are viewable on the HB Hazard portal website.

Objectives 9 and 10 apply to the provision for economic development within the coastal environment, including the maintenance and enhancement of infrastructure, network utilities, industry and commerce and aquaculture, and enabling safe and efficient navigation. These are not considered to be relevant to PC11.

### ***Chapter 3.5 – Effects of Conflicting Land Use Activities***

Chapter 3.5 seeks to address the issue of offsite impacts or nuisance effects, especially odour, smoke, dust, noise, vibrations, agricultural spray drift and increased traffic caused by the location of conflicting land use activities.

The existing situation is essentially comprised of residential zones interfacing with a Sports Park Zone (albeit with linear Reserve Zones following drainage channels in between). PC11 does propose any change in this regard. Although some areas will adjoin residential rather than sport park, and vice versa, provisions are in place to avoid any unreasonable conflict.

### ***Chapter 3.9 – Groundwater Quality***

Chapter 3.8 seeks to address the risk of contamination of groundwater arising from (a), horticultural, agricultural and industrial land use practices, (b), discharges of contaminants, including the cumulative effects of domestic sewage discharges from unsewered communities, and (c), spills, particularly in the Heretaunga Plains and Ruataniwha Plains aquifer systems, and coastal aquifers. There are a number of Objectives and Policies that follow pertaining to water allocation, transfers, well construction, groundwater volumes, monitoring and surface water connection.

PC11 does not introduce any new activity that is likely to increase the risk of groundwater contamination.

### ***Chapter 3.10 – Surface Water Resources***

Chapter 3.10 seeks to address the potential degradation of the values and uses of rivers, lakes and wetlands in Hawke's Bay as a result of (a), the taking, use, damming and diversion of water that may adversely affect aquatic ecosystems and existing lawfully established resource users, especially during droughts, (b), non-point source discharges and stock access that cause contamination of rivers, lakes and wetlands, and degrade their margins, and (c), point source discharges that cause contamination of rivers, lakes and wetlands. There are a number of Objectives and Policies that follow pertaining to water allocation, transfers, minimum flows, allocatable volumes, effects of new takes, monitoring, environmental guidelines and animal buffer zones.

PC11 does not involve any new takes or discharges in itself and will fall within existing resource consents for municipal water takes and the discharge of stormwater.

### ***Chapter 3.12 – Natural Hazards***

Chapter 3.12 relates to the susceptibility of the region to flooding, droughts, earthquakes,



volcanic ash falls, and tsunamis, and the potential impact of these on people's safety, property, and economic livelihood. Objective 31 is the avoidance or mitigation of the adverse effects of natural hazards on people's safety, property, and economic livelihood, while Policy 55 relates to the use of non-regulatory methods as the principal means of addressing hazard avoidance and mitigation.

Natural hazards have been considered in the Section 32 Evaluation. In summary:

- The reconfiguration will occur within an existing urban area where its susceptibility to the effects of the sea level rise will not change,
- The area is outside coastal erosion and inundation zones (see hbhazards intramaps below),
- The entire site, together with much of Napier, is located within the 'Tsunami Near Source Inundation Extent', thus the proposed re-configuration does not change the element of risk in this regard (see below),
- On balance, the re-configuration will place a greater area of the Main Residential Zone within the 'Tsunami Distance Source Inundation Extent', however the change is marginal and the outcome will be no different to the existing Parklands residential area on east of Orotu Drive (see below from hbhazards intramaps),
- In regard to liquefaction, the Hawkes Bay Regional Council has advised that the Ministry of Business, Innovation and Employment (MBIE) and the Ministry for the Environment have recently published planning and engineering guidance for potentially liquefaction-prone land and contains guidance for Councils on resource and building consent applications to assist with the use and development of potentially liquefaction prone areas. The Hawkes Bay Regional Council has highlighted that this guidance may result in changes in how this risk has been previously managed. However, this is yet to be determined and this plan change cannot, and indeed need not, predetermine the outcomes of that process,
- As the entire area west of Orotu Drive, together with most of Napier is located within a 'Very High Relative Liquefaction Susceptibility' area (see hbhazards intramaps below), the proposed re-configuration does not materially change the element of risk in this regard or the impact/cost of potential implications on development.

Further comments are provided below in relation to the specific points raised in items (6) and (7) of HBRC's submission.

### ***Chapter 3.13 – Maintenance and Enhancement of Physical Infrastructure***

Chapter 3.13 relates to the sustainable management of the physical infrastructure of the region that underpins the economic, cultural, and social wellbeing of the region's people and communities and is essentially reflected in Objective 32.

Objective 33 recognises that some infrastructure which is regionally significant has specific locational requirements. Objective 33A provides for the adverse effects on existing physical infrastructure arising from the location and proximity of sensitive land use activities to be



avoided or mitigated, while Objective 33B provides adverse effects on existing landuse activities arising from the development of physical infrastructure to be avoided or mitigated in a manner consistent with Objectives 16, 17, 18 relating to conflicting land use activities and 32 and 33 as above.

Matters relating to wastewater and stormwater infrastructure at a City level are specifically addressed in relation to items (4) and (5) of HBRC's submission below. PC11 in itself is not considered to give rise to any issues in terms of Chapter 3.13 of the RPS.

Overall, it is considered that the proposed reconfiguration gives effect to the RPS.

Items (2) – (5) of HBRC's submission relate to stormwater and wastewater servicing. The Ahuriri Estuary Protection Society Inc supports the matters raised in regard to stormwater (in its further submission).

The comments provided by the Napier City Council Asset Team in its technical memo provided **Appendix 7** are referred to in addressing these matters below.

### Items (2) and (3)

- (2) **HBRC needs more details on stormwater collection, treatment and disposal to fully understand potential impacts on the quantity of stormwater runoff and water quality of receiving environments.**
- (3) **NCC should be aware that there is a natural overland flow path from the Taipo Stream over the existing Park Island Sports Park (Southern Sports Hub) generally towards the development area (the Northern Sports Hub).**

Stormwater servicing solutions have been described in the Section 32 Evaluation and in the technical memo provided in Appendix 7 in which the Napier City Council Asset Team has confirmed that between existing infrastructure and the area of available land within the development site to accommodate secondary flow, and if necessary attenuation, stormwater can be suitably managed with specific design solutions being implemented at subdivision stage in terms of development within the Main Residential Zone, and at landuse /building consent stage in relation to the Sports Park Zone.

As a very rough estimate, the Asset Team has indicated there could be an additional 375 L/s (1 in 10 year) of stormwater from the additional area of dwellings, which it has advised is approximately 0.2 % of the Pirimu pump station capacity.

In terms of (3), the Napier City Council Asset Team has stated:

- *Tenders to build a stormwater computer model for all catchments in the City have been received and is expected to be awarded within a month (May 2018).*
- *Development of the computer model will inform any decisions around any overland flow path from the Taipo Stream.*



#### Item (4)

- (4) **NCC should undertake an assessment of the capability of the existing wastewater infrastructure to cope with the potential increase in the number of dwellings and share these findings with the HBRC in order to avoid any further incidents associated with discharge of contaminated stormwater due to network capacity issues.**

The Napier City Council Asset Team has stated:

- *A sewer pumping main "Western Trunk" was constructed along Westminster Ave. in 2012, to replace an existing pumping main and provide for growth in the area including Parklands. Redundancy is provided in this part of the sewer network which has a duplicate gravity pipeline draining to a part of the system (Tamatea).*
- *A computer model of the sewer network is currently being built to understand the capacity of the network and the impacts of stormwater inflow and groundwater infiltration. Funding has been planned in the NCC Long Term Plan (LTP) to increase sewer capacity where the model identifies a need.*
- *Additional flow that maybe generated from PC11 will not be of scale to increase the frequency or impact of issues associated with stormwater inflow and groundwater infiltration, and as already outlined, there is sufficient capacity to accommodate wastewater from the additional yield of dwellings that may arise from the Plan Change.*

#### Item (5)

- (5) **Discussions should be held with the HBRC regarding the proposal to discharge secondary runoff from the development area to the Ahuriri Estuary via the Purimu pump station through the existing consent for discharge. The intention is to reduce potential contaminants entering the Ahuriri Estuary by way of stormwater design and treatment through low impact designs.**

The existing consent referred to is CD990516Wa, held jointly by NCC and HBRC. An application to replace this consent has been recently lodged (by the authors firm) with HBRC.

Preparation of this resource consent application was part of a package of work being undertaken on behalf of the Napier City Council in relation to three discharges to the Ahuriri Estuary and has involved a collaborative process with HBRC as well as a number of affected and interested parties (including the Ahuriri Estuary Protection Society Inc) over a 6 month period.

The basis of the application is to set out a condition framework that allows for an adaptive management approach, including short, medium and long-term actions that will result in material improvements in the quality of stormwater discharged via the Westshore Tidal Gates to the Ahuriri Estuary.

The approach is an enactment of a MERI strategy, which has become popular in natural resource management. MERI stands for Monitoring, Evaluation, Reporting and Improvement, and enables a continuous improvement approach to be taken, while also enabling any investment in works/actions to be both targeted and effective.



The condition framework under this approach sets down a road map towards improving the quality of the Estuary and provides certainty and clarity as to how that is to be achieved, while retaining sufficient flexibility to adapt. It essentially focuses on bringing about improvements in stormwater quality at three different points in the stormwater discharge 'process', these being 'at source' on high risk industrial sites, 'in-stream' within the urban waterways, and at the 'end-of-line'.

The initial 'at source' improvements on high risk industrial sites will involve NCC physically identifying all high risk industrial sites, notifying the owners of the requirement to have an Environmental Management Plan (EMP) completed for their site, landowners then physically implementing the required works to treat stormwater at source and NCC undertaking monitoring to determine the effect that the installation of such 'at source' treatment has had on the urban waterway network and what contaminants remain in the discharge.

Based on this information NCC will then undertake a Feasibility Study that identifies the options available to treat the contaminants that remain in the stormwater discharge through instream mechanisms. The Feasibility Study will be provided to HBRC for certification, upon which NCC will present it to a Collaborative Stormwater Working Group, which will participate in deciding what treatment options should be implemented. NCC will then implement the chosen options and undertake monitoring to determine the effect that the implementation of 'in-stream' treatment has had on the urban waterways, and what contaminants remain in the discharge.

The final 'end-of-line' approach will follow the same process. NCC will undertake a Feasibility Study that identifies the options available to treat the contaminants that remain in the stormwater discharge through an end of line mechanism, the Feasibility Study will be provided to HBRC for certification, NCC will present it to the Collaborative Stormwater Working Group to inform the decision-making process, the chosen options will then be implemented and monitoring undertaken.

Monitoring will be adapted as required as part of each exercise.

In addition to the establishment of a Collaborative Stormwater Working Group and the MERI approach outlined above, NCC has also proposed to:

- Design and undertake a multi-faceted stormwater education programme to try and increase the public's understanding and awareness of the impact of their activities on stormwater and the ways in which they can minimize the contamination of stormwater and impedance of stormwater flows,
- Review the Code of Practice for Subdivision and Land Development to ensure best practice stormwater management is implemented,
- Undertake a Contaminant Source Tracking Survey in response to unusually high concentrations of zinc, microbial contaminants and nutrients within the Purimu/County Catchments.



In response to HBRC's submission in this regard, NCC is actively working with HBRC, albeit within a different planning process, as joint consent holder/applicant to reduce potential contaminants entering the Ahuriri Estuary via a series of approaches. Achieving such improvements is a City-wide matter, and will be implemented by the overall consenting approach, which will go on to fall over the Plan Change area in the same manner as all other areas in the catchment.

#### **Item (6)**

- (6) That due to potential liquefaction risk a geotechnical engineer provide input into the design of all buildings, including a site specific assessment of subsurface ground conditions.**

At a zoning level, the proposed re-configuration does not materially change the element of risk in this regard or the impact/cost of potential implications on development.

Specific regard to ground improvement works and foundation design of future buildings is applied at the subdivision stage during land development and the imposition of Consent Notices, which often (if required) require specific design by a geotechnical engineer.

Generally speaking, rib raft foundation design has been the preferred means of mitigating the impacts of liquefaction on buildings, but as alluded to in the submission from the HBRC, MBIE may provide new guidance for future development, which would be applied at either subdivision or building consent stage.

#### **Item (7)**

- (7) That due to potential Tsunami inundation risk consideration be given to restricting the location of critical facilities within the development area and design, enhancement and protection of evacuation routes be considered when developing new infrastructure.**

As outlined in the Section 32 Evaluation, the proposed re-configuration does not change the element of risk in regard to Tsunami at a zoning level. Nevertheless, there is already opportunity for relatively easily and quickly accessible vertical evacuation by way of the cemeteries immediately to the west and north of the subject land.

Furthermore, while much of the infrastructure to service development is already in place (i.e. wastewater pump stations, collector roads, water supply mains and the unison substation), the Napier City Council Asset Team is aware of the matter and there are triggers in place to consider such matters during engineering approval processes for new infrastructure.

### ***Recommendation***

#### **It is therefore recommended:**

1. That the submission of the **Hawkes Bay Regional Council (Submission 6)** be **allowed** insofar as no specific relief was requested, it supported in part and did not oppose



PC11, and that additionally, the advice be noted without the need for any further provisions.

2. That the further submissions of **Sue MacDonald - Ahuriri Estuary Protection Society Inc (Submission X3)** and **June Graham (Submission X1)** be **allowed** insofar as supporting the matters raised in the Hawkes Bay Regional Council submission – which did not oppose PC11.

**The reasons for this recommendation being:**

- a) Allowing the Submissions will enable improvements in the way in which the Council provides for and delivers sport facilities for the community and residential development to continue as anticipated under HPUDS and in the District Plan.
- b) Noting the advice will contribute to the Napier City Council managing natural and physical resources as required by Part II of the Resource Management Act 1991.

## 4.6 Submission (7) – Launch Active Early Learning

Submitter Name	Submitter No.	Relief Sought / Matters Raised
Launch Active Early Learning	7	Supports PC11 but believes provision should be made for an 'early childhood education centre' to be included in Parklands Estate (being the new residential development area).

The matters raised by Matt Finlayson and Sindy Cormack have been noted in considering the submission from Launch Active Learning.

Day care centres are provided for as a Permitted Activity under Rule 5.6 of the Main Residential Zone where they cater for no more than 10 people and can comply in all respects with the relevant conditions in the Main Residential Zone conditions table. Failure to comply with these conditions render an activity Restricted Discretionary under Rule 5.12. The same rule framework applies to all other residential zones in the City.

On the basis that day care centres will be provided for in the same manner as all other residential zones, and that there will be no change to how they would fall to be provided for under the both the existing and proposed configurations, it is not considered necessary to introduce any new provisions to relax the framework embodied within the Plan pertaining to the establishment of day care centres.

Introducing new provisions to relax the framework would also be beyond the scope of the Plan Change as originally notified.

As an aside, and outside of the District Plan, it is noted that the submitter, as any party can, could approach the developer direct at the early stages of developing a Scheme Plan to



accommodate a site of the nature referred to in the submission and to commence the process of establishing any such activity at any time.

### **Recommendation**

#### **It is therefore recommended:**

1. That the submission of **Launch Active Early Learning (Submission 7)** be **allowed** insofar as supporting PC11 but **disallowed** insofar as it is not recommended to establish additional provisions to relax the framework embodied within the Plan pertaining to the establishment of day care centres.
2. That the further submission of **Matt Finlayson (Submission X4)** be **allowed** insofar as supporting the submission of Launch Active Early Learning being disallowed, noting that any resource consent application (that may be lodged in the future) for the establishment of a day care centre will be assessed on its merits.
3. That the further submission of **Sindy Cormack (Submission X5)** be **allowed** insofar as advising the nature of day centres in the vicinity of PC11.

#### **The reasons for this recommendation being:**

- a) PC11 does not change the framework under which a day care centre could be established.
- b) Relaxing the provisions around day care centres within the Main Residential and Sport Park Zones, or as the provisions apply to this particular site within those Zones, is beyond the scope of the proposed Plan Change.

## **5. SUMMARY AND SECTION 32AA REQUIREMENTS**

Having considered the submissions and relief sought no changes are recommended to the provisions proposed. As such, and at this point in time, no further elevation in terms of Section 32AA is required.

# Appendix 1

## Current and Proposed Park Island Master Plan Maps



# Current Park Island Master Plan



# Proposed Park Island Master Plan



# Appendix 2A

## Current District Plan Planning Map



# Parklands - Existing Planning Zones



Designation	Jervoistown	Reserve
Scheduled Sites	Large Format Retail	River Conservation
<b>Draft Plan Zones</b>	Lifestyle Character	Rural Commercial
<b>PI_Zone_Na</b>	Main Industrial	Rural Conservation
Airport	Main Residential	Rural Residential
Art Deco Quarter	Main Rural	Rural Settlement
Boat harbour	Marewa Art Deco Character	Sports Park
Business Park	Marewa State Housing Character	Suburban Commercial
Deferred Airport	Marine Industrial	Suburban Industrial
Estuary	Marine Parade Character	Te Awa Bungalow Character
Foreshore Commercial	Marine Parade Recreation	Tertiary Education
Foreshore Reserve	Mixed Use	Wastewater Treatment
Fringe Commercial	Napier Hill Character	West Quay Waterfront
Hardinge Road Residential	Northern Residential	Western Hills Residential
Inner City Commercial	Port Industrial	

## Appendix 2B

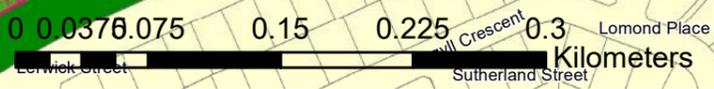
### Proposed District Plan Planning Map



# Parklands - Proposed Plan Zones



Length	Hardinge Road Residential	Port Industrial
Designation	Inner City Commercial	Reserve
Scheduled Sites	Jervois town	River Conservation
Parcels	Large Format Retail	Rural Commercial
<b>Draft Plan Zones</b>	Lifestyle Character	Rural Conservation
<all other values>	Main Industrial	Rural Residential
<b>Plan Zone Name</b>	Main Residential	Rural Settlement
Airport	Main Rural	Sports Park
Art Deco Quarter	Marewa Art Deco Character	Suburban Commercial
Boat harbour	Marewa State Housing Character	Suburban Industrial
V21/1	Marine Industrial	Te Awa Bungalow Character
Business Park	Marine Parade Character	Tertiary Education
Deferred Airport	Marine Parade Recreation	Wastewater Treatment
Estuary	Mixed Use	West Quay Waterfront
Foreshore Commercial	Napier Hill Character	Western Hills Residential
Foreshore Reserve	Northern Residential	
Fringe Commercial		



# Appendix 3

## Plan Change Edits



## Schedule of District Plan Amendments

Amend the following District Plan provisions by adding additional text shown in **bold highlighted and underlined italics** and deleting those provisions shown as struck through.

Amendments are shown in numerical District Plan order.

### Chapter 4 RESIDENTIAL ENVIRONMENTS

#### Objective 4.7

##### Methods

- (1) District Plan Rules.
- (2) Other Methods.

The Council will prepare a brochure explaining the contribution of trees to the residential environment, offering guidance to the public on the planting, maintenance and suitability of tree species and explaining how and why certain activities can cause harm to trees.

The Council will work with local communities to develop road planting and maintenance programmes. In addition, a policy document for work affecting trees adjacent to roads and public places will be prepared by the Council.

**Council will also undertake planting within Reserves in accordance with Master Plans.**

### Chapter 5 MAIN RESIDENTIAL ZONE – RULES

#### 5.1 Summary of Main Residential Zone Rules

Rule Number and Description		Classification	Page Number
Rule 5.13.1(e)	The establishment of any noise sensitive activity within the Airport Noise Boundary as shown on Planning Map G5 or Appendix 27 <b><u>and 27A.</u></b>	Discretionary	5

#### MAIN RESIDENTIAL ZONE – ACTIVITY TABLE

DISCRETIONARY ACTIVITIES	
<p><b>5.13 Discretionary Activities</b></p> <p>1. The following land uses are discretionary activities. A resource consent application must be made and consent may be declined or granted with or without conditions. The Council will have regard to the objectives and policies of this Plan and the assessment criteria in Chapter 12. The Council's discretion is unrestricted.</p> <p>e) The establishment of any noise sensitive activity within the Airport Noise Boundary as shown on Planning Map G5 or Appendix 27 <b><u>and 27A.</u></b></p>	

## MAIN RESIDENTIAL ZONE – CONDITION TABLE

CONDITIONS FOR PERMITTED ACTIVITIES AND CONTROLLED ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities.
<p>5.17 <b>Height</b></p> <p>1. The following maximum height conditions shall apply to all land uses, other than aerials, lines and support structures:</p> <p>a) Any part of a building or structure must not exceed 8 metres in height, except that:</p> <p><b><u>iii) For sites within the Orotu Drive Height Restriction Zone as shown on the Structure plan in Appendix 27A, any part of a building or structure must not exceed 6 metres in height.</u></b></p>	

## Chapter 48

## SPORT PARK ZONE

### SPORTS PARK ZONE – ACTIVITY TABLE

PERMITTED ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities.
<p>48.2 <b>Land Uses Generally</b></p> <p>1. The following land uses are permitted provided they comply in all respects with the relevant conditions in the Sports Park Zone activity table and condition table:</p> <p>e) <b><u>New buildings and</u></b> activities identified on the Park Island Master Plan in Appendix 34 (including <b><u>but not limited to:</u></b> commercial offices, <del>and</del> commercial activities, <b><u>gymnasiums, indoor sports facilities and healthcare centres provided they are</u></b> ancillary to sports activities undertaken on the Park <b><u>as either single or multiunit development activities).</u></b></p>	

### SPORTS PARK ZONE – CONDITION TABLE

CONDITIONS FOR PERMITTED ACTIVITIES AND CONTROLLED ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities.
<p>48.12 <b>Floorspace</b></p> <p>1. The following floorspace condition shall apply to all land uses:</p> <p>a) The maximum floorspace of buildings on a site must not exceed 500m<sup>2</sup> gross floor area <b><u>except where:</u></b></p> <p>b) <b><u>In Park Island</u></b> the <b><u>combined</u></b> maximum floorspace of buildings <b><u>within each Sports Hub, as</u></b> identified on the Park Island Master Plan, <b><u>must not exceed</u></b> <del>is 1000m<sup>2</sup></del> <b><u>4,000m<sup>2</sup></u></b> gross floor area, <b><u>provided:</u></b></p> <p>i) <b><u>no one building shall exceed 2,000m<sup>2</sup> gross floor area,</u></b></p> <p>ii) <b><u>buildings exceeding 500m<sup>2</sup> gross floor area shall be located no less than 30m apart.</u></b></p>	

## INDEX OF APPENDICES

### STRUCTURE PLANS

27 Lagoon Farm, Citrus Grove, and Park Island Structure Plan 28A Lifestyle Character Zone Structure Plan

**27A *Parkland West Structure Plan***

28A Lifestyle Character Zone Structure Plan

**Appendix 27A - Parklands West Structure Plan**



Add the following text to the fourth paragraph of the Explanation to Appendix 34

#### Explanation

The Northern Hub will adjoin the next stages of the Parklands subdivision and the master plan has considered how the interface between the two activities can be successfully achieved. In particular, planting as recommended in the Isthmus Group September 2017 report will be undertaken by Council within the Reserve alongside Orotu Drive ahead of development wherever practicable within this area.

Delete existing Park Island Masterplan and replace with new 2017 Masterplan.

## Park Island Master Plan



# Park Island Master Plan 2017



# Appendix 4

## Submissions





## *Submissions to the Napier City Council*

# **PLAN CHANGE 11: PARK ISLAND RECONFIGURATION**

### **Submission numbers 1 – 7**

- 1 Ron Carswell
- 2 Parklands Neighbourhood Support Group 14A, Ken McKee
- 3 Nigel MacNeil
- 4 Powerco Limited
- 5 Central Football, John McGifford
- 6 Hawkes' Bay Regional Council
- 7 Launch Active Early Learning, Cathy Sherwood



**NAPIER**  
CITY COUNCIL  
Te Kaitiaki o Ahuriri

# Submission Form DISTRICT PLAN

Office use only:

Submission number:

Date Received:

Database:

Date Entered:

Initials:

## SUBMISSIONS ON PLAN CHANGE 11: Park Island Reconfiguration

Form 5, Clause 6 of the first schedule, Resource Management Act 1991

### IMPORTANT NOTES FOR SUBMITTERS

**Submissions Close: 12pm, Friday 9 February 2018**

**Submission can be made:**

Anyone is invited to make a submission. Submissions can be from an individual or on behalf of an organisation.

Online: [www.napier.govt.nz](http://www.napier.govt.nz)  
#planchange11

You may either use this form or prepare your own submission being careful to use the same format.

Email: [districtplan@napier.govt.nz](mailto:districtplan@napier.govt.nz)

Post: Team Leader Policy Planning  
Napier City Council  
Private Bag 6010, Napier 4142

### Section 1: Applicant Details

Name of Organisation:

Rokopoua

Contact Name:

Ren Casswell

Email:

ronca@roko.co.nz

Address:

24 Akaroa Road Napier

Contact no:

Postcode: 4142

### Section 2: Trade competition section

~~Could~~ / could not (select one) gain an advantage in trade competition through this submission  
I am / am not (select one) directly affected by an effect of the subject matter of the submission that:

- a) Adversely affects the environment; and
- b) Does not relate to trade competition or the effect of trade competition.

\*delete entire paragraph if you could not gain an advantage in trade competition through this submission

### Section 3: Submission Details

Number of pages attached to this submission:

Do you wish to be heard in support of your submission?

Yes  No

If others make a similar submission, would you be prepared to consider presenting a joint case?

Yes  No

Signature:

*Ren Casswell*

Date:

8-02-2018

#### Section 4: Your Submission

The specific provisions of the Plan Change that my submission relates to are:

Give details. Plan change 11

I seek the following decision from Napier City Council:

Give precise details about the amendments you wish to make: e.g. retain provision, delete it, modify it in the following way, etc.

Reject all proposals regarding Plan change 11 and consider other options with the possibility of a more attractive outcome

My submission is:

Include: support/opposition to specific parts of plan change, if you want amendments made, and reasons for your views:

The residential land for the proposed land swap is ideal retirement type residential land. i.e. Proximity to medical centre, shops, services & bus route  
I strongly object to the noise pollution, light spill & traffic flows associated with such a proposal that is before us  
The proposed site is totally unsuited for what is virtually a commercial activity.  
NCC should follow the example of HDC and consider building a similar style Sports Hub away from residential areas and with good road access for the volumes of traffic along with adequate parking  
Maybe supporting the Hastings Sports Park would be the perfect solution

#### Important Information:

1. The council must receive this submission before the closing date and time for submission on this Plan Change or Variation
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and the public. Your submission will only be used for the purpose of the Plan Change or Variation process.
3. Only those submitters who indicate they wish to speak at the hearing will be sent a copy of the planning report. A link to the report will be provided to all submitters.



**NAPIER**  
CITY COUNCIL  
Te Kaunihera o Ahuriri

## Submission Form DISTRICT PLAN

### Office use only:

Submission number:

Date Received:

### Database:

Date Entered:

Initials:

### SUBMISSIONS ON PLAN CHANGE 11: Park Island Reconfiguration

Form 5, Clause 6 of the first schedule, Resource Management Act 1991

#### IMPORTANT NOTES FOR SUBMITTERS

##### Submissions Close: 12pm, Friday 9 February 2018

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##### Submission can be made:

Online: [www.napier.govt.nz](http://www.napier.govt.nz)  
#planchange11

Email: [districtplan@napier.govt.nz](mailto:districtplan@napier.govt.nz)

Post: Team Leader Policy Planning  
Napier City Council  
Private Bag 6010, Napier 4142

#### Section 1: Applicant Details

Name of Organisation:	PARKLANDS NEIGHBOURHOOD SUPPORT GROUP 14A	
Contact Name:	KEN MCKEE	
Email:	kkmckee178@hotmail.com	
Address:	2 OROTU DRIVE NAPIER	
Contact no:	06 843 0327	Postcode: 4112

#### Section 2: Trade competition section

I ~~could / could not~~ (select one) gain an advantage in trade competition through this submission  
I ~~am / am not~~ (select one) directly affected by an effect of the subject matter of the submission that:  
a) ~~Adversely affects the environment; and~~  
b) ~~Does not relate to trade competition or the effect of trade competition.~~

\*delete entire paragraph if you could not gain an advantage in trade competition through this submission

#### Section 3: Submission Details

Number of pages attached to this submission: FIVE

Do you wish to be heard in support of your submission?

Yes  No

If others make a similar submission, would you be prepared to consider presenting a joint case?

Yes  No

Signature:

Date:

5 FEBRUARY 2018

**Section 4: Your Submission**

The specific provisions of the Plan Change that my submission relates to are:

Give details: *see attached*

I seek the following decision from Napier City Council:

Give precise details about the amendments you wish to make: e.g. retain provision, delete it, modify it in the following way, etc.

*see attached*

My submission is:

Include: support/opposition to specific parts of plan change, if you want amendments made, and reasons for your views:

*see attached*

Attach additional pages if required.

**Important information:**

1. The council must receive this submission before the closing date and time for submission on this Plan Change or Variation
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and the public. Your submission will only be used for the purpose of the Plan Change or Variation process.
3. Only those submitters who indicate they wish to speak at the hearing will be sent a copy of the planning report. A link to the report will be provided to all submitters.

Napier City Council  
Team Leader Policy Planning  
Private Bag 6010  
Napier 4182  
5 February 2018

## **Submission - Plan Change 11: Park Island Reconfiguration**

### **Section 1: Applicant Details**

Organisation: Parklands Neighbourhood Support Group 14A  
Contact Name: Ken McKee  
Email: kkmckee178@hotmail.com  
Address: 2 Orotu Drive, Napier  
Contact Number: 06 843 0327  
Postcode: 4112

### **Introduction:**

I am a Registered Engineering Associate and worked for forty years in the field of hydro electric power station construction, maintenance, operation and management, including management of villages, roads and associated infrastructures.

I retired to Napier in 1992 and have lived in Orotu Drive for the last seven years.

### **Section 4: Submission**

The specific provisions of the Plan Change that our submission relates to are:

Whilst we generally support the Plan Change we wish to highlight that there is no direct physical connection provided between the proposed Northern Sports Hub and the Central and Southern Sports Hubs.

We seek the following decision from the Napier City Council:

That the vehicle access to the proposed Northern Sports Hub be from Clyde Jeffery Drive.  
And that there be no access from Orotu Drive.

And that an emergency access to the proposed Northern Sports Hub be provided via the existing adjacent bridge in Westminster Avenue. This is a Class 1 bridge.

And adequate parking be provided within the Sports Hubs areas. We are aware that the Plan provides for 527 additional car parks within the Sports Hubs and accept that there may be some overflow parking in residential areas during some major national events.

### **Our Submission is:**

The Napier City Council are proposing substantial residential housing in the Northern part of the area to the West of Orotu Drive and a new Northern Sports Hub in the Southern part. The new Northern Sports Hub provides only one vehicle access and this is proposed to be from the roundabout at the intersection of Orotu and Tasman Drives. This proposed access would physically isolate the Northern Sports Hub from the Central and Southern Sports Hubs and would require costly bridging over the existing Swale Drain.

There is presently insufficient parking in the existing Central and Southern Sports Hubs and this has resulted in many users of these facilities needing to park their vehicles in Westminster Avenue. The residents surveyed in Westminster Avenue are not happy about vehicles parked outside their properties by people attending sports events in the existing Sports Hubs because it changes the residential nature of the area and limits access to their properties.

Also many residents surveyed in Parklands are not happy with the proposed vehicle access to the Northern Sports Hub from Orotu Drive because such an access would result in the overflow of sports traffic parking in the vicinity and limiting access to their properties and changing the residential nature of the area. These residents would like any sports buildings to be located as far as practicable from Orotu Drive so as to maintain their quiet enjoyment and the residential nature of the area.

A significant number of residents adjacent to the existing and proposed Sports Hubs agree that a roadway from Clyde Jeffery Drive to the proposed Northern Sports Hub together with adequate parking within the Sports Hubs should be incorporated in the proposed plan. Clyde Jeffery Drive is a dual carriageway and has good access from Prebensen Drive and Westminster Avenue. Both Prebensen and Westminster are arterial roads.

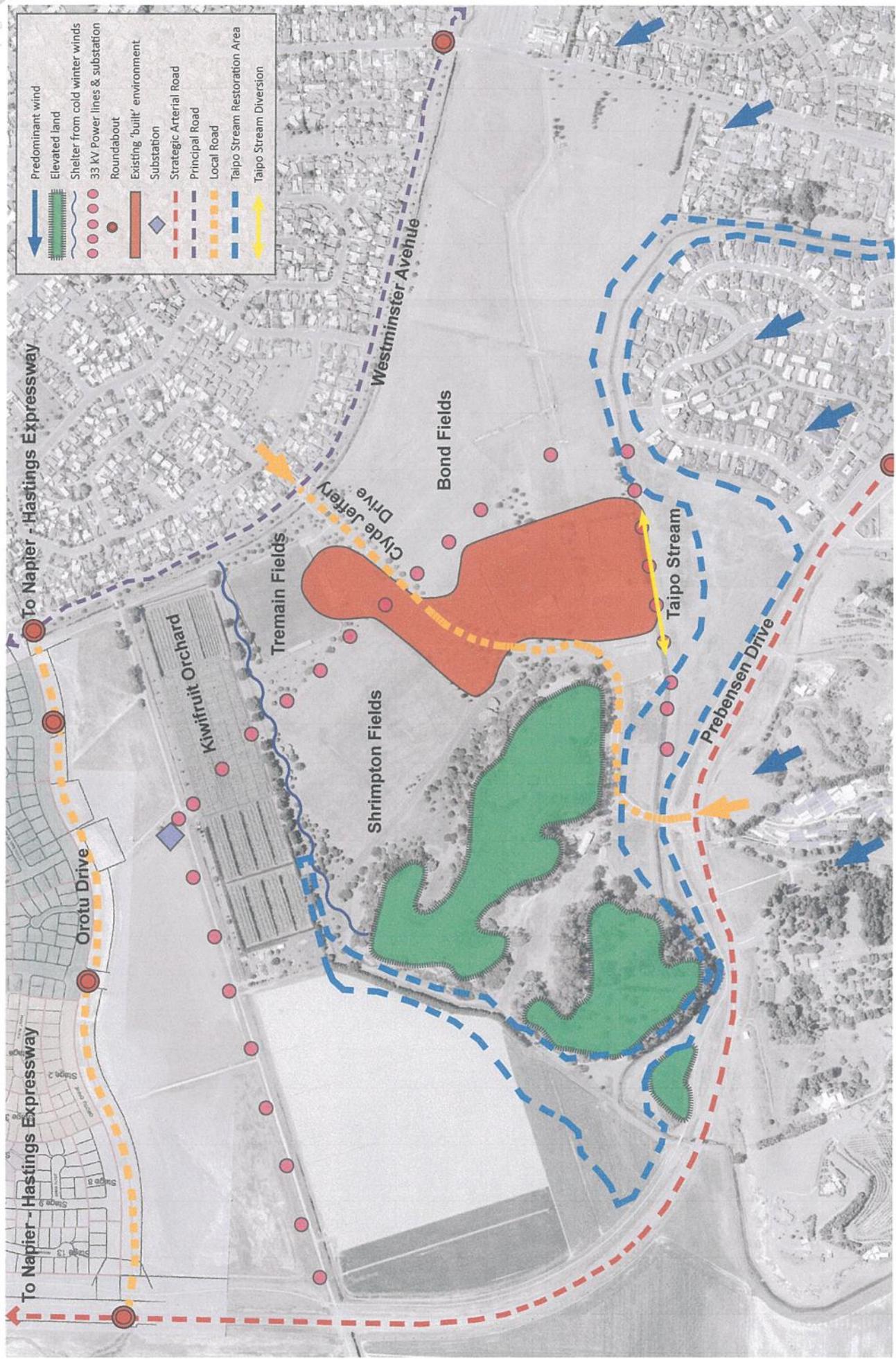
Such access and parking would keep all traffic to and from the existing and proposed Sports Hubs accommodated within one Sports Hubs area and provide a direct connection for all users. Also such a connection would promote easier communication between all parties organising and playing their various activities. Also this would keep the sports activities separate from the residential communities.

The suggested emergency access via the existing bridge in Westminster Avenue could be critical in the case of a catastrophic event such as serious multiple injuries or major fire.

The access road to the Northern Sports hub from Clyde Jeffery would be through an area presently proposed for planting. There would be no reduction in the overall number of sports fields. Also this access would be less costly than the access proposed from Orotu Drive, which would require costly bridging over the existing Swale Drain.

We would like the Napier City Council to provide suitable vehicle access to and adequate parking within the existing Central, Southern and proposed Northern Sports Hubs with the minimum effect to Parklands and Westminster Avenue residents and at minimum cost to the Council.

ORIGINALLY



Site Analysis:



### Park Island, Napier Master Plan

Project: W16038  
Scale: 1:5000 @ A3  
U:\16038\GIS\WORKSPACE\16038\_MASTERPLAN\_REPORT\_2012







# Submission Form DISTRICT PLAN

## SUBMISSIONS ON PLAN CHANGE 11: Park Island Reconfiguration

Form 5, Clause 6 of the first schedule, Resource Management Act 1991

### Office use only:

Submission number:

Date Received: 7/02/2018

Database:

Date Entered:

Initials: D.M.

### IMPORTANT NOTES FOR SUBMITTERS

#### Submissions Close: 12pm, Friday 9 February 2018

Anyone is invited to make a submission. Submissions can be from an individual or on behalf of an organisation. You may either use this form or prepare your own submission being careful to use the same format.

#### Submission can be made:

Online: [www.napier.govt.nz](http://www.napier.govt.nz)  
#planchange11

Email: [districtplan@napier.govt.nz](mailto:districtplan@napier.govt.nz)

Post: Team Leader Policy Planning  
Napier City Council  
Private Bag 6010, Napier 4142

### Section 1: Applicant Details

Name of Organisation:		
Contact Name:	NIGEL MACNEIL	
Email:	kmacneil@extra.co.nz	
Address:	12 OROTU DRIVE, PARKLANDS ESTATE NAPIER	
Contact no:	06 8352178	Postcode: 4112

### Section 2: Trade competition section

I ~~could~~ / could not (select one) gain an advantage in trade competition through this submission  
I am / ~~am not~~ (select one) directly affected by an effect of the subject matter of the submission that:  
a) Adversely affects the environment; and  
b) Does not relate to trade competition or the effect of trade competition.  
\*delete entire paragraph if you could not gain an advantage in trade competition through this submission

### Section 3: Submission Details

Number of pages attached to this submission:	THREE
Do you wish to be heard in support of your submission?	<input checked="" type="radio"/> Yes <input type="radio"/> No
If others make a similar submission, would you be prepared to consider presenting a joint case?	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> UNKNOWN
Signature:	Date: 06.02.2018

**Section 4: Your Submission**

The specific provisions of the Plan Change that my submission relates to are:

Give details: *THE PROVISION OF AN ADDITIONAL 100 PARKING SPACES  
IN THE PROPOSED COMPLEX*

I seek the following decision from Napier City Council:

Give precise details about the amendments you wish to make: e.g. retain provision, delete it, modify it in the following way, etc.

*NO ADDITIONAL PARKING ON ORCHARD DRIVE FOR 100 VEHICLES.*

My submission is:

Include: support/opposition to specific parts of plan change, if you want amendments made, and reasons for your views:

*PLEASE REFER THE ATTACHED*

Attach additional pages if required.

**Important Information:**

1. The council must receive this submission before the closing date and time for submission on this Plan Change or Variation
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and the public. Your submission will only be used for the purpose of the Plan Change or Variation process.
3. Only those submitters who indicate they wish to speak at the hearing will be sent a copy of the planning report. A link to the report will be provided to all submitters.

REFERENCE PAGE 27 OF PLAN CHANGE 11

SECTION 32 EVALUATION 17016 AP1

10.11.17

AT PREVIOUS MEETINGS ORGANISED BY THE NAPIER CITY COUNCIL, THERE HAS NEVER BEEN A MENTION OF INADEQUATE PARKING IN THE PROPOSED DEVELOPMENT AND THAT AN OVERSPILL OF APPROX 100 VEHICLES WOULD BE ACCOMMODATED ALONG OROTU DRIVE FOR APPROX 600 METRES ON ONE SIDE OF THE ROAD OR 300 METRES EACH SIDE OF OROTU DRIVE.

IF THE COUNCIL ARE CAPABLE OF PROVIDING 195 CAR SPACES ON SITE, THEN SURELY A FURTHER 100 PARKING SPACES ON SITE WOULD NOT BE BEYOND THEIR CAPABILITIES

IN RELATION TO THE DISTANCES STATED IN THE PLAN CHANGE, 600 METRES GOES FROM THE WESTMINSTER / OKOTU INTERSECTION TO THE OROTU / PACIFIC INTERSECTION AND ALLOWS 6 METRES PER PARKING SPACE.

THIS RAISES THE QUESTION AS TO WHAT THE NAPIER CITY COUNCIL INTENDS TO IMPLEMENT TO STOP VEHICLES PARKING ON THE RESIDENTIAL SIDE OF OROTU DRIVE AND FOR THAT MATTER TASMAN DRIVE.

IN RELATION TO THEIR OPTION 2 (300 METRES) EACH SIDE OF OROTU DRIVE.

FROM THIS STATEMENT ONE WOULD PRESUME THIS TO ALLOW 50 PARKING SPACES ON EITHER SIDE OF OROTU DRIVE.

ON THE RESIDENTIAL SIDE OF OROTU DRIVE THIS IS NOT POSSIBLE WITHIN THE 300 METRES STATED.

TO ACCOMMODATE 50 VEHICLES THE DISTANCE REQUIRED ON THIS SIDE OF THE ROAD WOULD NEED TO BE 600 METRES, TAKING INTO ACCOUNT RESIDENTIAL DRIVEWAYS.

THIS NOW CREATES A FURTHER PROBLEM WITH PEDESTRIAN TRAFFIC ALSO OROTU DRIVE RESIDENTS WOULD NEED TO BE EXTREMELY VIGILANT IN EXITING THEIR PROPERTIES, CONTENDING WITH VEHICLES TRAVELLING DOWN OROTU DRIVE AND PEDESTRIANS AT THE SAME TIME.

AN ACCIDENT WAITING TO HAPPEN.

THE RESIDENTS WHO ARE IMMEDIATELY AFFECTED BY THE COUNCIL'S PROPOSAL REQUEST THAT SERIOUS CONSIDERATION BE GIVEN TO PROVIDE A FURTHER 100 VEHICLE SPACES IN THE DEVELOPMENT OF THE PARK ISLAND CONFIGURATION OR CREATE AN ALTERNATIVE ENTRY TO THE COMPLEX VIA CLYDE JEFFERY DRIVE.

THE COUNCIL ARE NOW ESTIMATING 300 ADDITIONAL VEHICLES IN THE VICINITY OF CROFT DRIVE / TRASHIN DRIVE WHICH IS 600 MOVEMENTS.

THIS IS TOTALLY UNACCEPTABLE TO THE RESIDENTS IMMEDIATELY AFFECTED BY THIS CHANGE.

AS STATED PREVIOUSLY AN ALTERNATIVE ACCESS SHOULD BE CREATED VIA CLIDE JEFFERY DRIVE.

THANKING YOU



N. B. MIRENICK



**SUBMISSION BY POWERCO LIMITED ON NAPIER CITY COUNCIL PLAN  
CHANGE 11- PARK ISLAND RECONFIGURATION**

To: Team Leader Policy and Planning  
Napier City Council  
Private Bag 6010  
Napier 4142  
districtplan@napier.govt.nz

From: Powerco Limited ("Powerco")  
Private Bag 2061  
New Plymouth  
*(Note that this is not the address for service.)*

**Feedback on Plan Change 11 closes on 9<sup>th</sup> February, 2018**

1. This is a submission by Powerco Limited on the Plan Change 11 (Park Island Reconfiguration).
2. The reasons for Powerco's submission are set out in the attached schedule (Schedule 1). In summary, Powerco is neutral to this plan change but this submission seeks to ensure recognition, protection and continued access to existing assets within the Plan Change 11 area and that an adequate and secure supply of gas can be supplied to any new development.
3. Powerco **does not wish to be heard** in support of this submission.
4. If others make a similar submission, Powerco would consider presenting a joint case at any hearing.

Dated at New Plymouth this 9<sup>th</sup> day of February 2018

Signature of person authorised to sign on behalf of Powerco Limited:



Simon Roche

**ADDRESS FOR SERVICE:**                    **Powerco: Private Bag 2065**  
**New Plymouth 4340**  
**Attention: Simon Roche**  
**Phone: 64 06 9681779**  
**Email: [simon.roche@powerco.co.nz](mailto:simon.roche@powerco.co.nz)**  
**Ref: SUB/2017/63**

**Schedule 1 – Submission by Powerco**

## **SCHEDULE 1**

### **REASON FOR POWERCO'S SUBMISSION**

#### **1. INTRODUCTION**

- 1.1 This submission has been prepared on behalf of Powerco Limited (*Powerco*). Powerco is New Zealand's largest electricity and second largest gas distributor in terms of network length, and has been involved in energy distribution in New Zealand for more than a century. The Powerco network spreads across the upper and lower central North Island servicing over 400,000 consumers. This represents 46% of the gas connections and 16% of the electricity connections in New Zealand.
- 1.2 Powerco's gas distribution networks are split into five regions – Manawatu, Taranaki, Wellington, Hutt Valley/ Porirua and Hawkes Bay. Powerco distributes gas to residential and commercial customers in the Napier area. Within the Plan Change 11 area Powerco has underground pipes in the street, as illustrated on the map in Appendix A, along with above ground gas metering systems, within private property.

#### **2. POWERCO'S SUBMISSION**

- 2.1 Napier City Council notified Plan Change 11 to give effect to the redesigned Park Island Master Plan dated May 2017. The redesign of the Northern Sports Hub requires a reconfiguration of Residential and Sports Park zonings in the vicinity of Park Island. The proposal will result in new areas of residential lots.
- 2.2 Powerco is neutral to the proposed Plan Change but seeks to ensure that it does not result in unreasonable constraints being placed on its established gas assets, including its below ground distribution networks. It is important that any new buildings, planting ground cover or excavations recognise the presence of existing Powerco assets and provides for the development, operation, maintenance and upgrading of such assets. As such, Powerco seeks to ensure that the Council takes the following matters into account when considering this plan change.

#### ***Recognition of Powerco Gas Assets/ Future Development***

- 2.3 As noted above, Powerco's has existing live gas pipes in the streets of the Plan Change 11 area, as shown in Appendix A. Powerco seeks to ensure that it has the ability to

continue to operate and maintain our gas pipes and ensure continuity of supply. To enable this to happen, damage to our pipes or inappropriate development within close proximity, that restricts Powerco's access, should be avoided. As such, Powerco seeks to be involved in early consultation in relation to future development of the area. This will enable the early identification and resolution of any potential effects on Powerco infrastructure.

- 2.4 Should any work be proposed near our pipes then the 'Dial Before You Dig' service, should be used. This can be found online at [www.beforeudig.co.nz](http://www.beforeudig.co.nz) and provides information on the location of underground services, so that such services can be identified before works commence.
- 2.5 Any new buildings, structures or concrete surfaces must be set back a minimum of two metres from existing underground gas pipes.

### ***Ensuring adequate supply of gas to new developments***

#### ***The New Zealand Energy Strategy (NZES) (2011-2021)***

- 2.6 The NZES provides a vision of New Zealand's energy future and has a core focus of moving towards a low emission energy system. The vision is for a reliable and resilient system delivering New Zealand sustainable, low emissions energy services, through:
- Providing clear direction on the future of New Zealand's energy system
  - Utilising markets and focused regulation to securely deliver energy services at competitive prices
  - Reducing greenhouse gas emissions, including through an emissions trading scheme
  - Maximising the contribution of cost-effective energy efficiency and conservation of energy
  - Maximising the contribution of cost-effective renewable energy resources while safeguarding our environment
  - Promoting early addition of environmentally sustainable energy technologies
  - Supporting consumers through the transition.

The New Zealand Energy Strategy 2011-2021 sets out four priority areas:

- Diverse resource development
- Environmental responsibility
- Efficient use of energy; and
- Secure and affordable energy.

Powerco supports the overall vision of the NZES, while recognising that the transition to a more sustainable energy system will involve trade-offs and compromises. The NZES recognises that gas has a significant role to play in this transition as it produces fewer emissions than other fossil fuels and will provide increased diversity and flexibility of supply. Powerco seeks to ensure that Plan Change 11 gives effect to this National Policy Statement.

*National Policy Statement on Urban Development Capacity*

2.7 I would also refer you to the objectives and policies of the National Policy Statement on Urban Development Capacity, relating to “other infrastructure”, which includes gas:

*OD1. Urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other.*

*PA2: Local authorities shall satisfy themselves that other infrastructure required to support urban development are likely to be available.*

*PA3: When making planning decisions that affect the way and the rate at which development capacity is provided, decision-makers shall provide for the social, economic, cultural and environmental wellbeing of people and communities and future generations, whilst having particular regard to:*

*b) Promoting the efficient use of urban land and development infrastructure and other infrastructure;*

Powerco seeks to ensure that Plan Change 11 gives effect to this National Policy Statement.

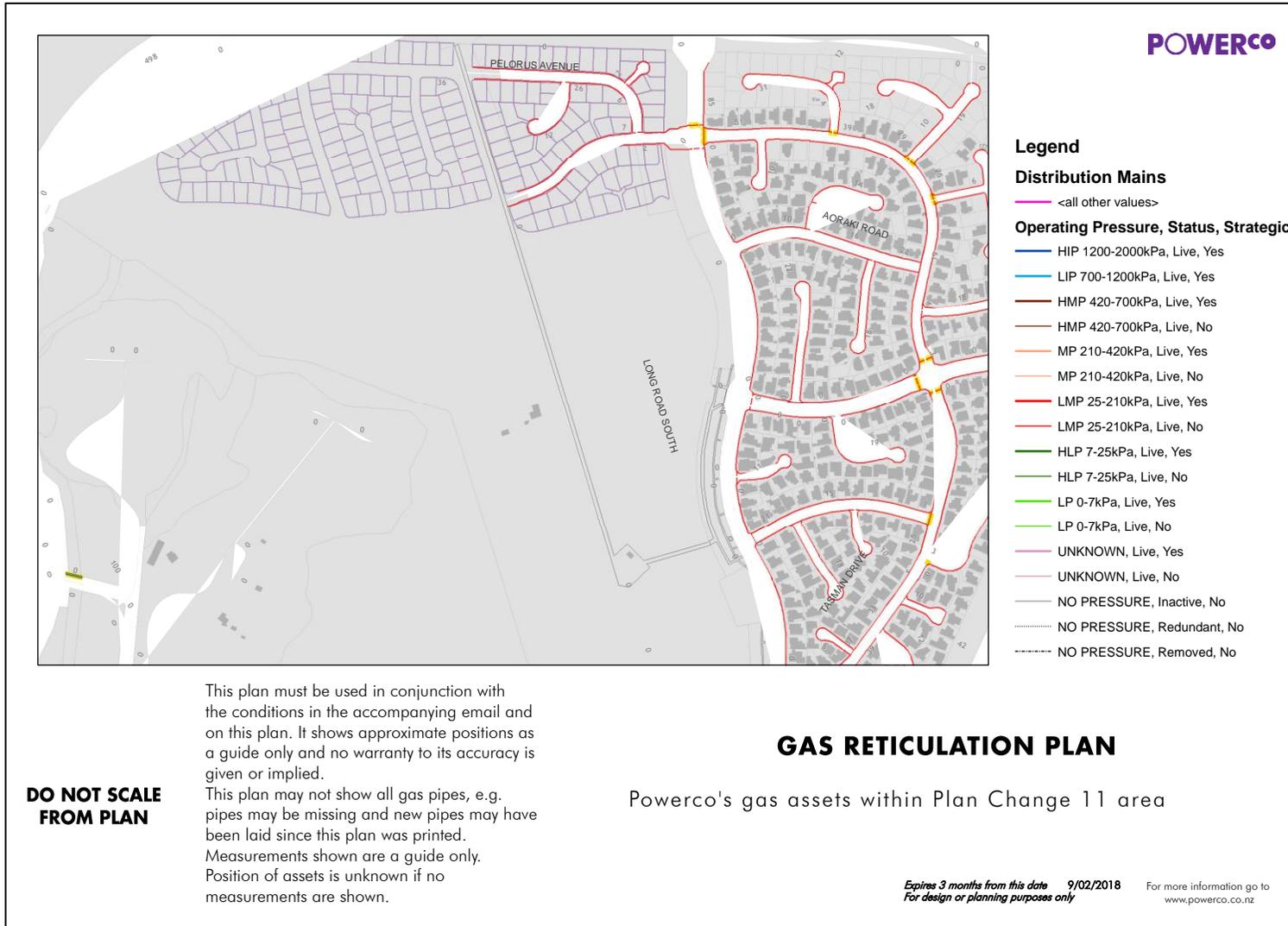
2.8 Powerco are aware of the proposed growth that may occur as part of Plan Change 11. The existing gas network is expected to become constrained in the next few years and

we are planning a pressure increase on this network to provide adequate supply as the growth occurs. Additional reinforcements required to support this growth would be in the form of a further gas pressure increase and replacing trunk mains with larger diameter pipes or new network interconnection(s). For the potential new sites or increased density that may be created, it is necessary for Powerco to have some forewarning to plan for the laying of new pipes and establishment of locations for utility street furniture/above-ground assets. It is therefore best if any new infrastructure provision can occur simultaneously with the new development to minimise disruption to other infrastructure (e.g. particularly having to dig up roads) and also reduce costs to end consumers. Furthermore, the earlier this is addressed the more readily such facilities can be accommodated within the overall design of an area.

### **3. CONCLUDING COMMENT**

- 3.1 Powerco appreciates the opportunity to input on Plan Change 11. As detailed above, Powerco has existing assets within the streets of the Plan Change 11 area and seeks to ensure that they are able to continue to operate, maintain, upgrade and access these assets. The identification of future residential growth areas shows potential future service provision. To enable a more orderly and timely provision of gas supply, Powerco should be contacted to facilitate the provision of services in concert with development.
- 3.2 Should you wish to discuss any proposals for works in close proximity to Powerco's gas pipelines, please contact Powerco's customer service team on ph: 0508 427 428 or by email: [info@thegashub.co.nz](mailto:info@thegashub.co.nz).
- 3.3 Powerco would be pleased to discuss any of the matters raised above, and comment on any documents produced as a result of this consultation. If you have any queries or require additional information please do not hesitate to contact Simon Roche (06) 9681779.

# Appendix A: Map of gas assets in the Plan Change 11 area





Powerco Limited  
35 Junction Street  
Private Bag 2065  
New Plymouth 4342

☎ 0800 769 372

🌐 powerco.co.nz

9 February 2018

## Terms of use for GIS data

**Validity Period for licence:** 3 months from date of issue

**What this licence is for:** The data being provided is a subset of a digital Geographical Information System (GIS) dataset. The dataset portrays gas or electricity networks, installations, plant, devices or equipment owned by Powerco Limited.

**This information is for design purposes only. By using the data provided, you accept and agree to be bound by the terms of this licence.**

### TERMS OF THIS LICENCE

**1. The data being provided:**

- should be treated as a **guide only** of the **approximate location** of Powerco's assets
- may not show all of Powerco's assets (for example, recently installed, relocated or redundant assets)
- shows indicative measurements only (if any)
- is valid for the Validity Period only
- if the data is supplied through the live portal then the data is refreshed weekly
- is owned by Powerco Limited

**2. Powerco does not:**

- warrant the accuracy or completeness of the data
- accept any liability for any loss or damage that may arise in connection with the use of the data

**Powerco can:**

- terminate this licence immediately if it discovers a breach of these terms. If this happens you must delete all copies of the data

**3. You must not:**

- amend or modify the data
- redistribute the data to a third party
- use the data for any unlawful purpose
- allow the data to be indexed by any public internet web search engine

**You must:**

- ensure that Powerco Limited is acknowledged as the source of the data if copies are made

**From:** NCC Website Request - District Plan Submission  
**To:** [REDACTED]  
**Subject:** Napier City Council - District Plan Submission [#25]  
**Date:** Friday, 9 February 2018 11:27:38

Plan Change: *	11
Are you submitting on behalf of an organisation? *	Yes
Name: *	John McGifford
Organisation *	Central Football
Postal Address: *	<input type="checkbox"/> PO Box 3262 Napier, State/Province 4142 New Zealand
Phone (daytime): *	068445850
Email Address: *	<a href="mailto:ceo@centralfootball.co.nz">ceo@centralfootball.co.nz</a>
I wish to speak at the hearing: *	No
If others make a similar submission, would you consider presenting a joint case: *	Yes
The specific provisions of the Plan Change(s) that my submission relates to: (give details) *	The relocation of the Northern Hub and the zoning changing required to facilitate such relocation.
My submission is: (Include support/opposition to specific parts of the plan change, if you want amendments made, and reasons for your views) *	We support the changes detailed above. We would also submit that, as the plan allows, that we can not afford any more traffic on Clyde Jeffery Drive as it is already an extremely hazardous are on days that the football and hockey parks are working, and much worsened if that happens on the same day(s). Related we would request that any plans for parking off the street in Clyde Jeffery Drive be hastened before we have a major accident to deal with, or worse – being a fatality.
I seek the following decision from Napier City Council: (Give precise details stating what amendments you wish to see made e.g. retain provision, delete it, modify it in the following way, etc.) *	Nothing further to add.
Could you gain an advantage in trade competition through this submission? *	No
I am directly affected by an effect of the subject matter of the submission that: a) Adversely affects the environment; and b) Does not relate to trade competition or the effect of trade competition. *	No

9<sup>th</sup> February 2018

Dean Moriarity  
Team Leader Policy Planning  
Napier City Council  
Private Bag 6010  
**NAPIER 4182**

Dear Mr. Moriarity

**Notification of Plan Change 11 to the Operative City of Napier District Plan: Park Island Reconfiguration**

Thank you for the opportunity to make a submission on Plan Change 11 to the Napier District Plan. As you will be aware, we had previously provided comment on an earlier draft version of Plan Change 11 in October of 2017.

HBRC support in part the proposed Plan Change 11. We have a clear understanding of the key drivers for Plan Change 11, particularly those regarding the need to provide for demand in residential housing and enhanced sporting facilities. Our understanding is in part informed by our mutual roles as joint partners in the Heretaunga Plains Urban Development Strategy and as managers of stormwater and drainage assets in the Ahuriri Estuary catchment. However, we are not currently convinced that the rezoning and associated infrastructure planning in place is sufficiently sound.

We accept that the rezoning is not yet the time or stage for fully fledged infrastructure design effort to accommodate the needs of development within the proposed rezoned areas. However, we cautiously approach this proposal given recent events and in having regard to our fundamental responsibilities for the environment under the Resource Management Act.

Due regard to the Regional Policy Statement

It was highlighted by HBRC during pre-notification consultation that Section 5.5 of the s32 Evaluation report was lacking detail in its assessment. Whilst we appreciate that the proposed plan change is largely influenced by the RPS's policies pertaining to the built environment and the Park Island/Parklands greenfield growth area, we remain of the opinion that a fuller assessment of policies in at least the following RPS chapters was warranted:

- 3.2 The sustainable management of coastal resources
- 3.5 Effects of conflicting land use activities
- 3.9 Groundwater quantity
- 3.10 Surface water resources
- 3.12 Natural hazards
- 3.13 Maintenance and enhancement of physical infrastructure

We appreciate that additional text has been provided in the s32 report to justify why this assessment has been limited, however the argument that *'the same land use activities will essentially occur within the same overall footprint'* does not seem a well-reasoned justification to essentially cherry-pick which parts of the RPS should be considered. Following this line of thought one could argue that given there is no change in land use there ought not to be an assessment of RPS Chapter 3.1B 'Managing the Built Environment'. However we disagree. We highlight that it is the extent and robustness of the assessment which is currently lacking, rather than the conclusion itself.

### Stormwater collection, treatment and disposal

Based on the information provided within the proposal it appears that stormwater runoff from development is likely to be able to be accommodated within the existing drainage network, however, there is a lack of detail around the proposed runoff, consequently until such a time that detail is provided HBRC are not in a position to provide fuller support in favour of the Plan Change.

The s32 Evaluation Report highlights in chapter 5.3.3 how stormwater is proposed to be addressed within the identified zoned areas for residential use. The document notes that *'ultimately, runoff from the proposed re-configuration will be managed in the same manner i.e. primary runoff piped to the overflow channel on the northern side of Prebensen Drive and secondary runoff conveyed to the same channel via the open swale drain along Orutu Drive with eventual discharge via the Purimu Pump Station ...'*

Upon review of the supporting information it appears that no runoff from the developed area will enter the Taipo Stream, as it is generally directed to the Purimu system. As can be seen in the image below, there is a natural overflow path from the Taipo towards the development area, which needs to be kept available if levels in the Taipo Stream are to remain as they are presently i.e. without the overflow, flood levels in the Taipo Stream would be higher. We wish to highlight that HBRC have never examined the impact of such an overflow, and it was suggested this be examined in the earlier 2012 report (by HBRC).

#### Proposed Development

A plan showing the draft proposed development concepts is shown in Figure 2.

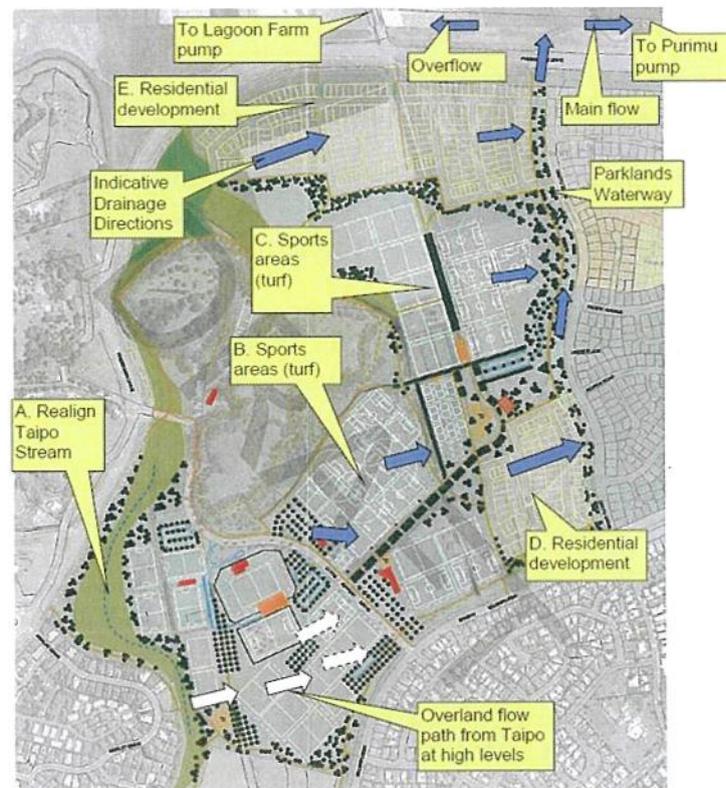


Figure 2: Proposed Development (DRAFT)

Whilst the changes to the plan appear to be able to be accommodated within the existing framework, HBRC drainage asset managers have not been party to any analysis or design work as part of the rezoning development proposals. Consequently we cannot comment of the potential impacts on the system as a result of the cumulative impact the reconfiguration of the zones and the additional 150 homes would have on the quantity of stormwater runoff and water quality of receiving environments.

### Wastewater

There is also a question around the capacity of the infrastructure to cope with the additional wastewater as a result of the potential increase in the number of homes.

Both councils are well aware of a recent overflow of contaminated stormwater into the Ahuriri Estuary. We understand NCC saw fit to discharge that contaminated stormwater because of existing network capacity issues. Given there are already capacity issues within the existing network, we would caution against allowing further development (housing, sportsgrounds and increased impermeable areas) which would exacerbate existing deficiencies with the City Council's stormwater and wastewater networks.

We trust the City Council will see fit to undertake a detailed assessment of the capability of the existing infrastructure to ensure further incidences do not occur and we would ask that these findings be shared with HBRC so that we might make an informed comment in this regard.

#### Water management and limits in the Ahuriri Estuary catchment area

As noted above the secondary runoff is to be piped to the Ahuriri Estuary via the Purimu pump station through the existing consent for discharge. As a joint consent holder HBRC needs to understand what implications this could have on the Estuary.

The Draft Ahuriri Masterplan 2017 states that 'The Ahuriri Estuary is a nationally significant ecological environment' and due to its importance the health of the Estuary is at the heart of the plan, bringing a multi-layered approach to improving water quality and 'focusing on at-source treatment by end-of-line systems'. We are unclear how this objective is being delivered effectively through the Plan Change.

The TANK stakeholder group are currently in the process of developing a Regional Plan Change for the Tutaekuri, Ahuriri, Ngaruroro and Karamu catchments. Urban and industrial discharges of stormwater is an issue specifically considered by the TANK stakeholder group. In addition to this the Ahuriri Estuary has been identified by the Regional Council as one of its six 'hotspots' for targeted funding in its \$1 Million kick-start clean-up fund through the Annual Plan 2017-18.

Given the significance of the Estuary both at catchment and region level, it is imperative that its improved health is at the fore of decision making.

We suggest that discussions be held with HBRC's drainage asset managers regarding the conditions of the existing subdivision consent and what requirements have been (or anticipated to be) put in place from NCC (engineering code of practice), what is required in terms of stormwater design and treatment, and what low impact design principles will be applied within the subdivision development - for example, non-zinc roofing, appropriate treatment of stormwater from car park areas and roads etc. to reduce the potential contribution of contaminants to receiving environments, including the highly valued Ahuriri Estuary. Our highly experienced team of water quality scientists can also assist informing those discussions.

#### Natural Hazards

Since our previous correspondence to you in October 2017, the review of the region's liquefaction risk was adopted by the HB Liquefaction Risk Review Steering Group on the 2<sup>nd</sup> November 2017. Plan Change 11 has been reviewed by the Hawke's Bay Civil Defence Emergency Management Advisor, who has made the below advisory comments:

1. Liquefaction risk: The site is classified as having high liquefaction vulnerability. There is a probability of more than 50 percent that liquefaction-induced ground damage will be; moderate to severe for 500-year shaking, and; minor to moderate (or more) for 100-year shaking. Under the MBIE "Planning and engineering guidance for potentially liquefaction prone land" dated September 2017 Section 6.10 in areas assigned a liquefaction

category of high, it is recommended that a geotechnical engineer should provide input into the design of all buildings. This should include a site specific assessment of liquefaction issues, including assessment of new or existing subsurface ground investigations.

2. Tsunami inundation risk: The Hawke's Bay joint hazard strategy for local authority land-use planning (adopted by the HBCDEM Joint Committee) recommends provisions that support minimising risk to human lives including restricting location of critical facilities within these areas, and design, enhancement and protection of evacuation routes taken into account during new development such as roading infrastructure.

I would refer you to the Natural Hazards Property Report on the HB Hazard Portal should you require further information <https://hbhazards.intramaps.co.nz/IntraMaps/MapControls/HBHazards/NHDB/>

Closing comment

Thank you for the opportunity to make a submission on Plan Change 11. The Regional Council does wish to be heard in support of this submission, but do not wish to present a joint case with other submitters.

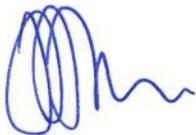
Regional Council representatives would welcome further discussion with Napier City Council to continue better alignment of our relative positions on land use and water management in the Ahuriri catchment, particularly those raised in our submission above.

The Regional Council's address for service in relation to this submission is:

Hawke's Bay Regional Council  
159 Dalton Street  
Private Bag 6006  
Napier 4110  
Attention: Ceri Edmonds  
Phone: 06 835 2952  
Email: [ceri.edmonds@hbrc.govt.nz](mailto:ceri.edmonds@hbrc.govt.nz)

Should you have any queries with regards to the content of this submission please do not hesitate to contact Ceri Edmonds, as above.

Yours sincerely



**TOM SKERMAN**  
**GROUP MANAGER STRATEGIC DEVELOPMENT**  
Phone: (06) 833 5649  
Email: [tom@hbrc.govt.nz](mailto:tom@hbrc.govt.nz)

**From:** NCC Website Request - District Plan Submission  
**To:** [REDACTED]  
**Subject:** Napier City Council - District Plan Submission [#24]  
**Date:** Thursday, 8 February 2018 08:40:25

Plan Change: *	Plan change 11
Are you submitting on behalf of an organisation? *	Yes
Name: *	Cathy Sherwood
Organisation *	Launch Active Early Learning
Postal Address: *	<input type="checkbox"/> 1305 Pakowhai Road Hastings 4122 New Zealand
Phone (daytime): *	021 771 064
Email Address: *	<a href="mailto:cathy@launchael.co.nz">cathy@launchael.co.nz</a>
I wish to speak at the hearing: *	Yes
If others make a similar submission, would you consider presenting a joint case: *	No
The specific provisions of the Plan Change(s) that my submission relates to: (give details) *	Please refer to supporting letter attached
My submission is: (Include support/opposition to specific parts of the plan change, if you want amendments made, and reasons for your views) *	Please refer to supporting letter attached
I seek the following decision from Napier City Council: (Give precise details stating what amendments you wish to see made e.g. retain provision, delete it, modify it in the following way, etc.) *	Please refer to supporting letter attached
Could you gain an advantage in trade competition through this submission? *	No
I am directly affected by an effect of the subject matter of the submission that: a) Adversely affects the environment; and b) Does not relate to trade competition or the effect of trade competition. *	No

Launch Active Early Learning  
1305 Pakowhai Road  
Hastings

7<sup>th</sup> February 2018

Dean Moriarity  
Team Leader Policy Planning  
Napier City Council

Dear Mr Moriarty,

**Plan Change 11 - Submission for Early Childhood Centre within Parklands Estate**

We support the Plan Change but believe provision should be made for an Early Childhood Education Centre to be included in the Parklands Estate Development.

We successfully completed the development of Launch in 2016 which is located at 1305 Pakowhai Road, Hastings. We have a strong history of developing, establishing and managing high quality centres which provide a positive and supportive environment for all involved; children, staff, families and the community. We strongly believe we can provide a centre within Parklands Estate which will positively benefit the local residence.

I, Cathy Sherwood, have been in the ECE industry for 18 years, 6 years as a teacher and 12 years in various management and consultancy roles. I have established and managed 6 successful early childhood centres in Hawke's Bay and Auckland and have supported a number of ECE centres to increase and maintain quality outcomes for children and develop effective teaching teams.

Claire Rolls has been in the Early Childhood industry for 22 years, 13 of those as an Early Childhood teacher and 9 years in a management role. She holds a Bachelor of Education, ECE and is a Registered Teacher. Her skill set and experience is based around building learning communities, organisational culture, building successful teams with technical skills and best practice within the ECE industry.

We jointly own and manage Launch Active Early Learning which is located on Pakowhai Road in Hastings. We encourage you to visit our website [www.launchael.co.nz](http://www.launchael.co.nz) to learn a little more about us and our philosophy.

After developing Launch we have seen the benefits it has had on the surrounding community. Parklands Estate caters for a similar community and is in an excellent position

to benefit in the same way. The early years of parenting can, at times, be over-whelming and stressful for first time and young families. Launch is a place that encourages and supports families to form relationships with each other through family gatherings and parent evenings so they don't feel isolated and like they are doing it on their own.

We employ qualified and experienced teachers who also work closely with families and offer extra support as necessary. In partnership with parents, the skills and experience of specialist agencies are also sourced to ensure our families receive the support they need so our most vulnerable can thrive.

We are passionate about the care we bring to our community and the positive outcomes we have achieved. Feedback reiterates the need for our philosophy to be extended.

To develop an ECE centre we would require between 1600 and 2000m<sup>2</sup>, with a building footprint of between 400 and 500m<sup>2</sup>, ideally positioned near a main entrance way or along a main arterial route. This will enable residents to drop off their children on the way into the city and pick them up when returning home. This will also allow for residents in surrounding areas to access the centre without increasing traffic.

As Launch is not a franchise, we are able to be very flexible with the design, and willing to work with NCC to come up with a design which best suits the community and surrounding homes.

Claire and I are currently developing an ECE centre within the Christchurch CBD as Christchurch City Council has identified a need for this type of service. It is located next to a sports hub, Christchurch Metro Sports Centre, and we are very excited about being able to utilise the sports facilities with our children and families.

In the early development stages we had some barriers but the Christchurch City Council worked with us to overcome these. To ensure we had a large playground to support our philosophy (above Ministry of Education minimum requirement) the CCC has amended the rules around car parking requirements for us and future developments, and are also placing a footpath between us and the sports centre car park so parents can utilise this car park when dropping off and picking up their children.

If provisions were in place for an ECE service in the initial planning stages within Parklands Estate, a suitably sized area could be earmarked to ensure space for a single level building, large playground, correct car parking configuration and large amounts of landscaping and green space. The barriers experienced with CCC would not be an issue.

The current environment in this location warrants this type of facility for the following reasons:

- Growing population;
- Demographics – support for young working families;
- Currently no early childhood centres within this area;
- Purpose built facility to support the modern community already being developed;  
and
- A support hub for young busy families.

We invite you to visit Launch to get a better idea of what the Centre provides and to discuss our vision further.

Yours sincerely,

Cathy Sherwood and Claire Rolls  
Launch Active Early Learning

# Appendix 5

## Further Submissions





**NAPIER**  
CITY COUNCIL  
*Te Kaunihera o Ahuriri*

## *Submissions to the Napier City Council*

# **PLAN CHANGE 11: PARK ISLAND RECONFIGURATION**

### **Further Submission numbers 1 – 5**

X1	June Graham
X2	Sue Mitchell
X3	Ahuriri Estuary Protection Society Inc
X4	Matt Finlayson
X5	Sindy Cormack



# Further Submission Form DISTRICT PLAN

## PLAN CHANGE 11: Park Island Reconfiguration

Form 6, Clause 8 of the first schedule, Resource Management Act 1991

<b>Office use only:</b>	
Submission number:	X1
Date Received:	
<b>Database:</b>	
Date Entered:	Initials:

### IMPORTANT NOTES FOR SUBMITTERS

**Submissions Close: 12pm, Thursday 26 April 2018**

**Submission can be made:**

Submissions can be from an individual or on behalf of an organisation. You may either use this form or prepare your own submission being careful to use the same format.

Online: [www.napier.govt.nz](http://www.napier.govt.nz)  
#planchange11

Email: [districtplan@napier.govt.nz](mailto:districtplan@napier.govt.nz)

Post: Team Leader Policy Planner  
Napier City Council  
Private Bag 6010, Napier 4142

### Section 1: Applicant Details

Name of Organisation:	
Contact Name:	JUNE GRAHAM
Email:	
Address for Service:	1/37 MEZANER RD TARADALE
Contact no:	06 8454353
Postcode:	

### Section 2: Declaration

I am (state whether you are...)

- a person representing a relevant aspect of the public interest. In this case, also specify the grounds for saying that you come within this category; or  
Please specify:
- a person who has an interest in the proposal that is greater than the interest the general public has. In this case, also explain the grounds for saying that you come within this category; or  
Please specify:
- the local authority for the relevant area.

### Section 3: Submission Details

Number of pages attached to this submission:	
Do you wish to be heard in support of your submission?	<input checked="" type="radio"/> Yes <input type="radio"/> No
If others make a similar submission, would you be prepared to consider presenting a joint case?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Signature: <i>J. Graham</i>	Date: 24/5/18

**Section 4: Your Submission**

I support (or ~~oppose~~) the submission of: THE HAWKES BAY REGIONAL COUNCIL

Name and address of original submitter and submission number of original submission if available:

HB REGIONAL COUNCIL

159 DALTON ST

PRIVATE BAG 6006

NAPIER 4110

SUBMITTER 6

The particular parts of the submission I support (or oppose) are:

Clearly indicate which parts of the original submission you support or oppose, together with any relevant provisions of the proposal:

I support in principle Hawkes Bay Regional Councils Submission 6

The reasons for my support (or opposition) are:

Give reason:

Similar concerns as in the above submission

I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed):

Give precise details:

Once requested information is clarified and I see NAPIER CITY COUNCILS ~~RE~~ response I am undecided at this time.

**Important Information:**

1. The council must receive this submission before the closing date and time for further submissions on this Plan Change or Variation
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and the public. Your submission will only be used for the purpose of the Plan Change or Variation process.
3. Only those submitters who indicate they wish to speak at the hearing will be sent a copy of the planning report. A link to the report will be provided to all submitters.

**From:** NCC Website Request - Further District Plan Submission [<mailto:no-reply@wufoo.com>]

**Sent:** Friday, 13 April 2018 2:06 PM

**To:** [REDACTED]

**Subject:** Further District Plan Submission [#5]

<b>Plan Change: *</b>	PC11
<b>Are you submitting on behalf of an organisation? *</b>	No
<b>Name: *</b>	Sue Mitchell
<b>Postal Address: *</b>	<input type="checkbox"/> 2/283 Westminster Ave Napier, Not Applicable 4112 New Zealand
<b>Phone (daytime): *</b>	274405580
<b>Email Address: *</b>	<a href="mailto:coachsue1@outlook.com">coachsue1@outlook.com</a>
<b>I wish to speak at the hearing: *</b>	No
<b>If others make a similar submission, would you consider presenting a joint case? *</b>	No
<b>I am (state whether you are...)</b>	A person representing a relevant aspect of the public interest; or
<b>In this case, also specify the grounds for saying that you come within this category. *</b>	I am a resident on Westminster Avenue directly opposite Clyde Jefferey Drive.
<b>I support (or oppose) the submission of: *</b>	I oppose:  Parklands Neighbourhood Support Group 14A Submission no 2 Statement 2
<b>The particular parts of the submission I support (or oppose) are: *</b>	I oppose:  Vehicle access to the proposed northern sports hub be from Clyde Jefferey Drive (with no access from Orotu Drive).
<b>The reasons for my support (or opposition) are: *</b>	Living on Westminster Avenue directly opposite Clyde Jefferey Drive I am concerned that having this road as the sole entrance/exit to the Sports Hub will not allow for reasonable traffic flow. A second entrance/exit point is required.
<b>I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed): *</b>	I seek that the whole submission be disallowed.



Office use only:

Submission number: **X3**

Date Received:

Database:

Date Entered:

Initials:

# Further Submission Form DISTRICT PLAN

## PLAN CHANGE 11: Park Island Reconfiguration

Form 6, Clause 8 of the first schedule, Resource Management Act 1991

### IMPORTANT NOTES FOR SUBMITTERS

**Submissions Close: 12pm, Thursday 26 April 2018**

Submissions can be from an individual or on behalf of an organisation. You may either use this form or prepare your own submission being careful to use the same format.

**Submission can be made:**

Online: [www.napier.govt.nz](http://www.napier.govt.nz)  
#planchange11

Email: [districtplan@napier.govt.nz](mailto:districtplan@napier.govt.nz)

Post: Team Leader Policy Planner  
Napier City Council  
Private Bag 6010, Napier 4142

### Section 1: Applicant Details

Name of Organisation: *Ahuriri Estuary Protection Society Inc*

Contact Name: *Sue Macdonald (Sec) Isabel Morgan (chairman)*

Email: *garymac@xtra.co.nz*

Address for Service:

*167 Kennedy Road NAPIER*

Contact no: *(06) 843 5455*

*(Have answer machine)*

Postcode: *4110*

### Section 2: Declaration

We are (state whether you are...)

<sup>group</sup> a person representing a relevant aspect of the public interest. In this case, also specify the grounds for saying that you come within this category; or

Please specify: *More housing closer to Ahuriri Estuary has implications re stormwater discharge.*

a person who has an interest in the proposal that is greater than the interest the general public has. In this case, also explain the grounds for saying that you come within this category; or

Please specify:

the local authority for the relevant area.

### Section 3: Submission Details

Number of pages attached to this submission:

*one*

Do you wish to be heard in support of your submission?

Yes  No

If others make a similar submission, would you be prepared to consider presenting a joint case?

Yes  No

Signature:

*S. E. Macdonald*

Date: *20/4/18*

#### Section 4: Your Submission

~~We~~ support (~~or oppose~~) the submission of:

Name and address of original submitter and submission number of original submission if available:

HB Regional Council

The particular parts of the submission <sup>We</sup> support (~~or oppose~~) are:

Clearly indicate which parts of the original submission you support ~~or oppose~~, together with any relevant provisions of the proposal:

Statements, 2, 3, + 4.

Ass Attached.

The reasons for my support (or opposition) are:

Give reason:

As Attached.

I seek that the whole (or part [describe part]) of the submission be allowed (~~or disallowed~~):

Give precise details:

As Attached.

#### Important information:

1. The council must receive this submission before the closing date and time for further submissions on this Plan Change or Variation
2. Please note that submissions are public. Your name and submission will be included in papers that are available to the media and the public. Your submission will only be used for the purpose of the Plan Change or Variation process.
3. Only those submitters who indicate they wish to speak at the hearing will be sent a copy of the planning report. A link to the report will be provided to all submitters.



167 Kennedy Road, Napier 4110.

SUBMISSION TO PLAN CHANGE 11. Park Island Reconfiguration.

We are writing to support the submission of the HB Regional Council, re statements, 2,3, and 4.

The Ahuriri Estuary Society is aware that multi Stakeholders are participating in working together in finding better outcomes for the environment but this is an opportunity to make sure that any plans for Park Island and reconfiguration of sports fields and future housing does not impact and add to the problem of contaminants entering the Ahuriri Estuary. The Society do not believe that asking the Napier City Council, that its first priority should be to ensure all plans for any area in Napier is fully serviced by infrastructure suitable for purpose now and in the future, is unreasonable.

We fully support the HBRC in its endeavours to understand and support the addition of city facilities, but we must not neglect the impact the city facilities have on the natural environment.

Local authorities in their words and plans have acknowledged the importance of the Ahuriri Estuary, so it is now time that actions follow the comments and every endeavour is implemented first and foremost to ensure that the Ahuriri Estuary is protected from contaminants that flow from storm water and urban run-off.

Isabel Morgan

CHAIRMAN



**From:** NCC Website Request - Further District Plan Submission [<mailto:no-reply@wufoo.com>]

**Sent:** Monday, 23 April 2018 10:03 AM

**To:** [REDACTED]

**Subject:** Further District Plan Submission [#6]

<b>Plan Change: *</b>	Plan Change 11
<b>Are you submitting on behalf of an organisation? *</b>	No
<b>Name: *</b>	Matt Finlayson
<b>Postal Address: *</b>	<input type="checkbox"/> 5 Portland Place Napier, Hawkes Bay 4110 New Zealand
<b>Phone (daytime): *</b>	0274316238
<b>Email Address: *</b>	<a href="mailto:finlaysonmatt@hotmail.com">finlaysonmatt@hotmail.com</a>
<b>I wish to speak at the hearing: *</b>	No
<b>If others make a similar submission, would you consider presenting a joint case? *</b>	Yes
<b>I am (state whether you are...)</b>	A person representing a relevant aspect of the public interest; or
<b>In this case, also specify the grounds for saying that you come within this category. *</b>	Parklands resident
<b>I support (or oppose) the submission of: *</b>	I oppose the submission made by Launch Active Early Learning.
<b>The particular parts of the submission I support (or oppose) are: *</b>	Childhood centre within Parklands Estate.
<b>The reasons for my support (or opposition) are: *</b>	A childhood centre within Parklands would have a negative effect on the residential area as it would result in increased traffic of easily 100plus vehicles a day. Parents would park on the road and create disruptions, this could also create a child safety issue. Parklands is currently a quiet residential area made up of a large amount of retirees who are home for large periods of the day and a childcare facility would result in a large amount of unwanted daily noise.
<b>I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed): *</b>	I seek that the whole submission be disallowed as there are sufficient facilities in the area with Westminster Ave and a new childcare below Wharerangi Cemetery. With the land being zoned residential it should stay that way otherwise it opens up a large amount of issues. A childcare facility would simply mean increased traffic and noise resulting in a harmful effect on the environment and residents.

**From:** NCC Website Request - Further District Plan Submission [<mailto:no-reply@wufoo.com>]

**Sent:** Tuesday, 24 April 2018 12:09 PM

**To:** [REDACTED]

**Subject:** Further District Plan Submission [#7]

<b>Plan Change: *</b>	11
<b>Are you submitting on behalf of an organisation? *</b>	No
<b>Name: *</b>	Sindy Cormack
<b>Postal Address: *</b>	<input type="checkbox"/> 40 Pukekura Place Napier 4112 New Zealand
<b>Phone (daytime): *</b>	273657689
<b>Email Address: *</b>	<a href="mailto:nzshome@gmail.com">nzshome@gmail.com</a>
<b>I wish to speak at the hearing: *</b>	No
<b>If others make a similar submission, would you consider presenting a joint case? *</b>	No
<b>I am (state whether you are...)</b>	A person representing a relevant aspect of the public interest; or
<b>In this case, also specify the grounds for saying that you come within this category. *</b>	Plan Change 11 refers to there being no Early child care Centers in this area. Our submission is to correct this claim to ensure all facts are presented.
<b>I support (or oppose) the submission of: *</b>	NO. 7 Launch Early Active Learning
<b>The particular parts of the submission I support (or oppose) are: *</b>	The submission claims that there are No Early Childcare centers in the area where there are 4 (1 is under construction)
<b>The reasons for my support (or opposition) are: *</b>	
<p>- The DEN - Early Childcare center opposite Park Island in Cato Road consented for up to 89 children. It is currently under construction and due for opening in November 2018. It is also locally owned and non franchise.</p> <p>- Happy Days Tamatea - Early Childcare center on Westminster avenue catering for 25 children. It is a Happy Days center that is locally owned by the owners of Happy Days Taradale and non franchised.</p> <p>- Tamatea Kindergarten - Early Chilcare center on Westminster Ave which caters for 46 children.</p> <p>-Wharerangi Kindergarten - Early Childcare center on Essex Street which caters for 41 children.</p> <p>- In addition to this I would understand as a rate payer that any land approved and allocated for commercial use would be subject to sale on the market and not offered to a preferred commercial operator.</p>	

**I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed): \***

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Just clarifying the facts.

# Appendix 6

## Expert Memo – Transportation



To:	Dean Moriarity, Cameron Drury (Strategy)		
Cc:			
Date:	16 April 2018	File Ref:	[File Number]
Subject:	PARK ISLAND PLAN CHANGE		

## Background

The Napier City Council's Transportation Team has previously provided direct expert input to the Section 32 Evaluation Report on Transport matters. This involved:

1. Providing advice around average (for residential landuses) and peak (for sport park users) vehicular movements at the existing roundabouts under a fully developed scenario of the existing configuration,
2. Providing advice around average (for residential landuses) and peak (for sport park users) vehicular movements at the existing roundabouts under a fully developed scenario of the proposed configuration,
3. Providing responses to specific questions arising from consultation.

The questions and responses referred to in (3) are reproduced below:

### 1. Will there be enough car parking for the sports hub?

#### **Comment:**

*The total number of car parks proposed for the Northern Sports Hub is 196 which is considered more than adequate for the proposed layout and calculated demand. There is likely to be an overspill of parking onto Orutu Drive of approximately 100 vehicles at peak times which would extend about 600m along one side or 300m each side. This is acceptable and not considered to be a safety or capacity issue with the existing geometry of Orutu Drive.*

*The frequency of "peak" sporting activity times is likely to be once or twice a week including on the weekend and is expected to be outside the usual peak commuter and school times on the urban network.*

*Orutu Drive and the roundabout intersections were originally designed to accommodate the predicted volumes of traffic for the whole development and the proposed internal land use changes are unlikely to exceed the capacity provided. Moving the residential development to the North may increase the vehicle movements on the section of Orutu Drive between Pacific Avenue and Prebensen Drive to a higher level than previously anticipated. This is likely to be the more attractive route for drivers to and from the area with shorter distances and fewer / easier to use intersections and is considered beneficial to the operation of the local area network.*

**2. Why not access the sports hub from Westminster Avenue?**

**Comment:**

*Orotu Drive has greater spare capacity and space for on-street parking which tends to spread out from the primary access to a facility. The provision for the extra approach to the Tasman Drive/Orotu Drive roundabout is already designated. Access from Westminster Drive would also require a new bridge across the drain as the existing one lane bridge is not suitable. Use of the existing roundabout is preferred.*

**3. Should there be another intersection from the north-west area of the main Residential Zone onto Prebensen Drive?**

**Comment:**

*Firstly, a left-in/left-out interaction would result in a number of U-turns or additional trips to/through the Puketitiri Road roundabout. Any new intersection would therefore have to be full access. A new intersection in this regard would compromise the movement function of Prebensen Drive and introduce additional safety issues. The capacity of the Prebensen Drive/Orotu Drive roundabout has capacity to accommodate the relatively minor increase in traffic generation arising from the expanded residential area.*

**4. Is there any benefit in having an internal access road linking the proposed parking area for the northern sports hub through to Clyde Jeffery Drive?**

**Comment:**

*Unlikely as this would make the recreational areas more car dominated, introduce additional conflicts and would save very little in terms of distance. Good walking/cycling paths are appropriate for these internal links.*

Finally, we agree with the following conclusions reached and reported on by the Planner in the Section 32 Report:

- There will be a marginal increase in vehicle movements at the Orotu Drive/Kapiti Drive roundabout,
- There will be a reduction in potential vehicle movements at the Orotu Drive/Tasman Drive roundabout,
- The Orotu Drive/Pacific Avenue roundabout has the capacity to accommodate increased vehicle movements,
- The Northern Sports Hub will provide a sufficient level of on-site car parking, while the extent of anticipated overflow is not inappropriate and will not compromise the safety and efficiency of the roading network,
- The proposed access points are the same as would be established with or without the reconfiguration, and taking the nature of the surrounding roading network into account

remain to be the preferred options,

- Peak traffic in relation to the Sport Park is likely to be less due to the change in use patterns that are achievable with artificial turf.
- The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.

The Proposed Plan Change has been notified with a number of submissions received. We have been asked to provide further expert input on the matters raised in these submissions in relation to transport.

We have reviewed the submissions and identified the following areas which appear to be requesting clarification of points already assessed as part of the Section 32 Evaluation Report on Transport Matters.

**From:** Ken McKee (Submission No.2)

**Transportation Matters:**

1. That vehicle access to the proposed Northern Sports Hub be from Clyde Jeffery Drive, and that there is no access from Orotu Drive.
2. That an emergency access to the proposed Northern Sports Hub be provided via the existing adjacent bridge in Westminster Avenue.
3. That adequate parking be provided within Sports Hub areas

**Comments**

1. *The option of all vehicle access for the Northern Sports Hub being via Clyde Jeffery Drive has been assessed in terms of safety and the level of service that could be achieved. If provided, this would be likely to make the recreational areas more vehicle dominated, introduce additional conflicts and would save very little in terms of distance travelled. Clyde Jeffery Drive and on road car parking in the vicinity is already at full capacity during large sports events.*
2. *Formalised emergency access from Westminster Drive would require a new bridge across the drain as the existing one lane bridge is not suitable. This would also require additional maintenance to ensure the access was available at all times and may need to be gated to prevent misuse by others. Use of the proposed more resilient access off Orotu Drive is preferred to minimise travel time when attending to an emergency call out. There is no intention to disestablish this bridge and it remains under the NCC inspection and maintenance programme. There is no objection to the sports hub operator providing a gated access at this point to provide additional emergency resilience.*
3. *The total number of car parks proposed for the Northern Sports Hub is 196, which is*

*considered more than adequate for the proposed layout and calculated demand. There is likely to be an overspill of parking onto Orotu Drive estimated at up to approximately 100 vehicles at peak times that would extend up to 600m along the road. This is acceptable based on the frequency anticipated and not considered to be a safety or capacity issue with the existing geometry of Orotu Drive. The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.*

**From:** Nigel MacNeil (Submission No.3)

**Transportation Matters:**

1. Effects of overflow parking on the function of surrounding streets and existing residents.
2. That a further 100 car parks should be provided 'on-site' within the Northern Sports Hub Area.

**Comments**

1. *There is likely to be an overspill of parking onto Orotu Drive of approximately 100 vehicles at peak times that would extend up to 600m along the road. This is acceptable based on the frequency anticipated and not considered to be a safety or capacity issue with the existing geometry of Orotu Drive with adequate kerbside parking space and central median islands. The frequency of "peak" sporting activity times is likely to be once or twice a week including weekends and is expected to be outside the usual peak commuter and school times on the Parklands urban road network.*
2. *A further 100 constructed car parks provided within the Northern Sports Hub will require additional sealed surfacing to be constructed and maintained with minimal utilisation. The existing on road parking along Orotu Drive is currently under utilised and provides an ideal alternative. The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.*

Dave Curson

## Appendix 7

### Expert Memo – Engineering Servicing



To:	Dean Moriarity, Cameron Drury (Strategy)		
Cc:			
Date:	6 April 2018	File Ref:	[File Number]
Subject:	PARK ISLAND PLAN CHANGE		

## Background

The Napier City Council Asset Team has previously provided direct expert input to the Section 32 Evaluation Report on servicing matters. This involved:

1. Providing an overview of the water supply, wastewater and stormwater servicing solutions associated with the existing configuration,
2. An assessment of any implications of the proposed re-configuration on these planned and adopted outcomes.

Key aspects, which we adopted as a starting include are outlined below.

### **Water supply**

*Orotu Drive contains a 300mm diameter PVC trunk main laid in the berm on the western side of the road reserve. The existing configuration involves a series of connections into this infrastructure with reticulation for domestic and firefighting supply throughout the northern and southern pockets of the Main Residential Zone and Northern Sports Hub.*

### **Wastewater**

*There are two pump stations located within the berm on the western side of the road reserve, one just north of Aoraki Road and the other just north of Akaroa Road. The existing catchments on the east of Orotu Drive drain in a western direction to the two pump stations from where the sewage is pumped in a southern direction.*

### **Stormwater**

*A minimum floor level of 11.55m was set through the granting of subdivision consent RMS15019, which is the same minimum floor level applying to the Main Residential Zone east of Orotu Drive. It is expected that this will apply to other areas of the Main Residential Zone irrespective of the final configuration, and that these minimum floors levels will be imposed at the time of subdivision as currently occurs.*

*The existing stormwater infrastructure along Orotu Drive consists of a piped and open drainage system. Primary runoff from development east of Orotu Drive is drained to a piped system installed on the western side of Orotu Drive between the road and the open swale drain running alongside and is conveyed to an overflow channel on the north side of Prebensen Drive.*

*Secondary runoff from larger rainfall events drains to the open swale drain along Orotu Drive and is conveyed to the same overflow channel on the north side of Prebensen Drive. Stormwater from the overflow channel is pumped to the Ahuriri estuary via Purimu pump station under Hawkes Regional Council Resource Consent CD990516Wa, together with runoff from other areas of the City conveyed to this point via existing networks.*

*Runoff from the reserve to the northwest and along Prebensen Drive drains to a culvert passing under Prebensen Drive and into a drain running north alongside Long Road, which ultimately discharges into the Estuary via a pump station. This stormwater flow path is also planned to receive secondary runoff from the north-east corner of the Main Residential Zone (under the current configuration). If flows are greater than the pipe can pass, the stormwater is stored in the road side swale beside Prebensen Drive, and in extreme rainfall events this storage feature can 'tip' stormwater into the Orotu Drive system at the corner of Orotu and Prebensen Drives.*

*Ultimately, runoff from the proposed re-configuration will be managed in the same manner i.e. primary runoff piped to the overflow channel on the northern side of Prebensen Drive and secondary runoff conveyed to the same channel via the open swale drain along Orotu Drive with eventual discharge via the Pirimu Pump Station (with the exception of runoff from the reserve and the residential area to the northwest draining to Long Road as outlined above).*

*Owing to the expanded residential area however, additional detention is likely to be required as a mechanism to manage the effects of peak flows on the capacity of the Pirimu pump station. Detention was one of the options identified by HBRC as an appropriate response to mitigating the effects of peak discharges during the 2013 Master Plan process.*

*Compared to the level of detention already built into the wider stormwater solution to service the existing configuration, the additional detention that will be required to accommodate a slightly larger residential Zone under the proposed configuration is relatively minor, and options are available to accommodate this either within the development site, the new open swale drain running west-east, the lower area of the existing swale drain along Orotu Drive or the overflow channel on the northern side of Prebensen Drive. Detailed design of these solutions will occur at the time of subdivision with any necessary discharge consents/variations being obtained as required.*

Finally, we agree with the following conclusions reached and reported on by the Planner in the Section 32 Report:

- There will be no major changes or impacts on the existing water supply solution or associated infrastructure as a result of the proposed reconfiguration
- There will be no major changes or impacts on the existing wastewater solution or associated infrastructure as a result of the proposed reconfiguration
- There will be no major changes or impacts on the existing stormwater solution or

associated infrastructure as a result of the proposed reconfiguration

- Implementation and specific design solutions will be refined and secured through the subdivision consent process.

The Proposed Plan Change has been notified with a number of submissions received. We have been asked to provide further expert input on the matters raised in these submissions in relation to servicing.

We have reviewed the submissions and identified the following areas where further input is required.

**From:** Powerco (Submission No.4)

**Servicing Matters:**

1. Recognition, protection and access to existing assets in the area.
2. That adequate and secure supply of gas can be supplied to new development where required.

**Comments**

These suggestions have been noted. The Code of Practice and Engineering Approval process allow for these matters to be considered at that time.

**From:** Hawkes Bay Regional Council (Submission No.6)

**Servicing Matters:**

1. The need for further details on the quantity of stormwater runoff to confirm that stormwater runoff from the development is likely to be able to be accommodated within the existing drainage network.
2. Maintaining the natural overflow from the Taipo Stream across the Southern Sport Hub to maintain levels on the Taipo Stream.
3. The capacity of infrastructure to cope with additional wastewater.

**Comments**

*Stormwater (Matters 1 and 2)*

- *As a very rough estimate there could be an additional 375 L/s (1 in 10 year) of stormwater from the additional 150 houses (assumes 400m<sup>2</sup> property size, change in C = +0.3, rainfall intensity of 75mm/hr). Which on its own is not large compared against the capacity of Purimu stormwater pump station downstream has a capacity of 18.4 m<sup>3</sup>/s or 0.2 % of the existing pump station capacity.*
- *Between existing infrastructure and the area of available land within the development site, there is the ability to accommodate secondary flow, and if necessary attenuation, stormwater can be suitably managed with specific design solutions being implemented at subdivision stage in terms of development within the Main Residential Zone, and at landuse /building consent stage in relation to the Sports Park Zone.*

- *The following points below were discussed with the Hawkes Bay Regional Council representative Craig Goodier 6<sup>th</sup> April 2018 and were generally accepted.*
- *The quantity of stormwater runoff from the proposed plan change will be determined from concept to detailed design.*
- *Tenders to build a stormwater computer model for all catchments in the City have been received and is expected to be awarded within a month (May 2018).*
- *Development of the computer model will inform any decisions around any overland flow path from the Taipo Stream.*

#### *Sewer*

- *A sewer pumping main referred to as the “Western Trunk” was constructed along Westminster Avenue in 2012, to replace an existing pumping main and provide for growth in the area including Parklands. Redundancy is provided in this part of the sewer network, which also has duplicate gravity pipeline draining to a different part of the system (Tamatea).*
- *A computer model of the sewer network is currently being built to understand the capacity of the network and the impacts of stormwater inflow and groundwater infiltration. Funding has been planned in the NCC Long Term Plan (LTP) to increase sewer capacity where the model identifies a need.*
- *Additional flow that maybe generated from PC11 will not be of scale to increase the frequency or impact of issues associated with stormwater inflow and groundwater infiltration, and as already outlined, there is sufficient capacity to accommodate wastewater from the additional yield of dwellings that may arise from the Plan Change.*