
Submission on Napier City Proposed District Plan

Form 5 Submission on publically notified proposal for policy statement or plan, change or variation

Clause 6 of Schedule 1, Resource Management Act 1991

To: Napier City Council - Planning Unit

Date received: 10/12/2023

Submission Reference Number #:111

This is a submission on the following proposed plan (the **proposal**): Napier City Proposed District Plan

Submitter:

Cameron Marett

Address for service:

Cameron David Marett
32 Peddie Street Taradale Napier 4112
New Zealand

Email: cameron.marett@windsor.co.nz

Attachments:

Marett -Letter of Objection.pdf

I wish to be heard: Yes

I am willing to present a joint case: Yes

Could you gain an advantage in trade competition in making this submission?

- **N/A**

Are you 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 effects of trade competition

- **Yes**

Submission points

Point 111.1

Section: HRZ - High Density Residential Zone

Sub-section: HRZ - High Density Residential Zone - Standards Table

Provision:

HRZ-S1: Height

Purpose: *to achieve and maintain an urban character while providing for a reasonable standard of amenity for neighbouring properties.*

1. Buildings and structures must not exceed 19.5 m in height.

Matters of discretion are:

1. Purpose of the standard;
2. Safety, attractiveness, and connectivity of streets and public open spaces;
3. Quality living environments, and
4. Effects on adjoining sites.

Airport Height Control

Purpose: *to maintain the safety of aircraft approaching and taking off from Hawkes Bay airport.*

1. Buildings and structures must not exceed the Airport Height Control Designation in Appendix 1, except that in a surface penetration area the maximum height must not exceed 8 m.

Matters of discretion are:

1. Aircraft and community safety.

Sentiment: Oppose

Submission:

RE: DISTRICT PLAN - OBJECTION

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The proposed changes to the street are going to have an impact on the value of my property and they are going to change the communal atmosphere.

The existing businesses in Peddie Street have already created parking issues and increased vehicle traffic and noise.

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11. No minimum carparking requirements for residential units, this will result in congestion, blocking of main arterials and the on/off ramps to the state highways.

Point 111.2

Section: MRZ - Medium Density Residential Zone

Sub-section: MRZ - Medium Density Residential Zone - Standards Table

Provision:

MRZ-S1: Height

Purpose: *to achieve an urban character while providing for a reasonable standard of amenity for neighbouring properties.*

1. Buildings and structures must not exceed 12 m in height.
2. The following are excluded from complying with MRZ-S1 clause 1:
 - a. solar heating devices;
 - b. air conditioning units and similar structures housing mechanical and/or;
 - c. electronic equipment, and
 - d. one chimney per building.

Matters of discretion are:

1. Purpose of the standard;
2. Planned urban character;
3. Safety, attractiveness, and connectivity of streets and public open spaces; and
4. Quality living environments.

where the device, unit, or other structure does not exceed the maximum height of clause 1 by more than 2.5 m vertically and 1.0 m in any horizontal direction.

Airport Height Control

3. Buildings and structure must not exceed the Airport Height Control Designation in Appendix 1.
- Matters of discretion are:**

1. Aircraft and community safety.

Purpose: *to maintain the safety of aircraft approaching and taking off from Hawkes Bay airport.*

Sentiment: Oppose

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Point 111.3

Section: MRZ - Medium Density Residential Zone

Sub-section: Policies

Provision:

MRZ-P6: Non-residential activities

Limit non-residential activities in the zone to:

- a. prioritise efficient use of the zone for residential activities;
- b. minimise effects on the vitality of centre zones, and
- c. minimise effects on residential amenity.

Relates to MRZ-O1, MRZ-O2, and MRZ-O3

Sentiment: Oppose

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Point 111.4

Section: TPT - Transport

Sub-section: Policies

Provision:

TPT-P2: Trip generation

Manage the design and location of subdivision, use, and development of land so as to minimise traffic patterns that will interfere with the safe and efficient operation of the integrated transport network, including through:

- a. ensuring transport planning supports the anticipated activities in each zone.
- b. only providing for high trip generating activities where they:
 - i. safely and effectively integrate with the transport network, and
 - ii. provide for pedestrian, cycling, micro-mobility, and public transport modes.

Relates to TPT-O1

Sentiment: Oppose

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Point 111.5

Section: NOISE - Noise

Sub-section: NOISE - Noise - Standards Table

Provision:

NOISE-S1: General noise limits

For all activities that are not expressly provided for elsewhere in this chapter, the following noise standards apply:
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Purpose: to enable activities anticipated in the zone while maintaining the public health and amenity effects that are expected in the zone.

Zone	7a.m. to 7p.m. L _{Aeq} (15min)	7p.m. to 10pm L _{Aeq} (15min)	10p.m. to 7a.m. the following day L _{Aeq} (15min)	10p.m. to 7a.m. the following day L _{AFmax}
Residential Zones	50 dB	45 dB	40 dB	70 dB
City Centre Zone	60 dB	60 dB	50 dB Except 10.00 p.m. to midnight Thursday, Friday, Saturday and the day before a public holiday - 60 dB	80 dB
Centres Zones (excluding City Centre Zone)	60 dB	60 dB	50 dB	80 dB
Mixed Use Zone	60 dB	60 dB	50 dB	80 dB
General Industrial Zone	70 dB	70 dB	70 dB	85 dB
Light Industrial Zone (incl Marine Industrial Precinct, Te Whanganui-a-Orotū (Ahuriri Estuary) Ecology and Stormwater Treatment Zone, Wastewater Treatment Precinct)	60 dB	60 dB	60 dB	85 dB
Rural Production Zone	55 dB	50 dB	45 dB	75 dB
Rural Lifestyle Zone	50 dB	45 dB	40 dB	70 dB
Open Space Zones	55 dB	50 dB	45 dB	75 dB
Airport Zone	55 dB	55 dB	45 dB	75 dB
Stadium Zone	55 dB	55 dB	45 dB	75 dB
Port Zone	Refer to Noise S3			
Tertiary Education Zone	55 dB	50 dB	45 dB	75 dB

Matters of discretion are:

1. Public health;
2. Amenity values, and
3. Functional and operational requirements.

1. Where noise generated by any activity on a site in one zone is received by any activity on a site in a different zone, the activity generating the noise must comply with the noise limits and standards of the zone at the receiving site.
2. Noise levels arising from activities must be measured and assessed in accordance with the New Zealand Standard *NZS 6801:2008 Acoustics Measurement of Environmental Sound* and the New Zealand Standard *NZS 6802:2008 Acoustics Environmental Noise* except where this chapter sets out

- more specific requirements.
3. Noise levels shall be measured and assessed at the following locations:
 - a. at or within the notional boundary for any site in the rural zones;
 - b. within the boundary of any site in a residential zone;
 - c. 1 m from the facade of any building in the Mixed Use, City Centre, or Centre Zone (as the incident noise level), and
 - d. at any point within the boundary of any site in any other zone.

Sentiment: Oppose

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Point 111.6

Section: MRZ - Medium Density Residential Zone

Sub-section: Objectives

Provision:

MRZ-O4: Neighbourhood character and identity

Development contributes to the creation of neighbourhoods with a medium-density built character of primarily two- to three-storey buildings, including terraced housing and low-rise apartments surrounded by landscaping.

Relates to GRZ-I2 and GRZ-I4

Sentiment: Oppose

Submission:

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Point 111.7

Section: MRZ - Medium Density Residential Zone

Sub-section: Objectives

Provision:

MRZ-O5: Sustainable design and infrastructure

Public health and environmental wellbeing are maintained, and, where practicable, enhanced through sustainable design and appropriate provision of infrastructure.

Relates to GRZ-13

Sentiment: Oppose

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Point 111.8

Section: TPT - Transport

Sub-section: Objectives

Provision:

TPT-O1: Safe and efficient integrated transportation network

A safe and efficient integrated transportation network that supports growth, including provision for public transport, walking, cycling, micro-mobility, private vehicles, and the movement of freight.

Relates to TPT-11, TPT-12, and TPT-15

Sentiment: Oppose

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Point 111.9

Section: TPT - Transport

Sub-section: TPT - Transport - Standards Table

Provision:

TPT-S1: Car parking

Purpose: to ensure the design parking areas achieves TPT-P5.

Car park dimensions

Matters of discretion are:

- | | |
|---|---|
| <ol style="list-style-type: none">1. Vehicle parking spaces for cars must meet the requirements specified for onsite car parking space dimensions in NZS 2890.1:2004 as shown in TPT - Figure 1 and TPT - Figure 2. | <ol style="list-style-type: none">1. Functional requirements of the activity;2. Safety and efficiency of the integrated transport network;3. Amenity and character of the zone/precinct/development area, and4. Stormwater management. |
|---|---|

TPT - Figure 1 - Onsite car parking space dimensions:



Notes:

- a. With the exception of 90 degree car parks, aisle width dimensions are for manoeuvring into and out of car parks with one-way aisles.
- b. User Class is identified as:
 1. for all day parking, such as tenant, employee and commuter parking;
 2. for medium-term parking, such as town centre parking, sports and entertainment centres, motels, airport visitors;
 3. for short-term parking, such as short-term town centre parking, shopping parking, hospitals, and the drop-off of children;
 4. accessible parking for people with

disabilities.

c. Dimension C is selected as follows:

- i. C1: where parking is to a wall or high kerb not allowing any overhang;
- ii. C2: where parking is to a low kerb which allows 600mm overhang;
- iii. C3: where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern.

d. Dimension L is selected as follows:

- i. L1: space length for consecutive parallel parking spaces;
- ii. L2: space length for obstructed end spaces;
- iii. L3: space length for unobstructed end spaces.

TPT - Figure 2 Vehicle tracking curve car (85th Percentile Car B85)

□

Note: The dotted line about the vehicle depicts a 300 mm clearance about the vehicle. See following key in figure 3.

TPT - Figure 3 Vehicle key dimensions (85th Percentile Car B85)

□

3. Where a parking space is located at the end of a blind aisle, an additional 1 m clearance must be provided to allow vehicles to exit the aisle without reversing, and
4. Where any parking space has a die directly next to a wall, support column or other obstacle, an additional 300 mm width must be provided.

Car park construction and formation

5. For sites with fewer than four vehicle parking spaces, the surface must be formed to an all weather standard, with a maximum gradient of 1:20

For sites with four or more on-site vehicle parking spaces, the surface must be formed, sealed, marked and drained, with a maximum gradient of 1:20.

Landscaping

6. Where any vehicle parking area is formed adjacent to any road or public place, a landscaped area of indigenous plants 2 m wide adjacent to the road or public place must be provided and maintained, except for driveways.

Note: where zones and/or precincts also contain landscaping standards, the more restrictive standard applies.

Lighting

7. Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with the rules in the Light chapter.

Note: Any land use that is required by other legislation (particularly the Disabled Persons Community Welfare Act 1974) to provide specific vehicle parking spaces must provide the parking spaces required by that legislation.

Sentiment: Oppose

Submission:

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I was devastated and angry to learn about the proposed changes to Peddie Street. I have worked extremely hard to pay down the mortgage on my property to try and build a nest egg for my retirement. I love living in Peddie Street, I have strong relationships with my neighbours. We all look out for each other. I live in Peddie Street because it is quiet, peaceful, and safe. The proposed changes are going to destroy the best reasons for living in Peddie Street. My property will lose value and I would like to know where I should relocate to with a reduced value investment in Napier.

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9. Significant loss of value of our investments in Peddie Street;
10. Potential demographic changes will change the demands of the existing commercial operations;
11. Loss of green corridors in road reserves and on properties with proposed 1.5m setbacks; and
12. No minimum carparking requirements for residential units will result in congestion of neighbour roads, main arterials and on/off ramps to the highways.

Cameron Marett
32 Peddie Street
Taradale
Napier
Email: cammarett@outlook.com

11 December 2023

The Chief Planner
Napier City Council
Email: districtplanreview@napier.govt.nz

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