
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: 14/12/2023

Submission Reference Number #:249

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

Submitter:

Alan White

Address for service:

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New Zealand

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Attachments:

Alan White PDP Submission.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?

- **No**

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 249.1

Section: SD - Transport and Infrastructure Provision

Sub-section: Issues

Provision:

SD-TI-I2: Transport

A transport system which is highly connective for all modes of transport will help support a well-functioning urban environment.

Sentiment: Amend

Submission:

Being highly connective is essential for all in the community. However the transport system also needs to be safe. Napier is the country's most dangerous city to cycle in and the Council documents should reflect a concern for the safety of it's citizens.

Point 249.2

Section: SD - Transport and Infrastructure Provision

Sub-section: Strategic Objectives

Provision:

SD-TI-O2: Transport

Napier's transport network optimises connectivity, public health and safety, and encourages active and public transport modes.

Sentiment: Oppose

Submission:

This language is not sufficient. Council initiatives have been non-existent when dealing with motor vehicles in the city and this draft wording will see another 10-15 years of similar chaos. With Global warming and the impact of C o 2 emissions, the Council should be far more directive in its aspirations for a move to active transport for its community.

Point 249.3

Section: SD - Transport and Infrastructure Provision

Sub-section: Introduction

Provision:

Infrastructure is critical to the social, economic, and cultural wellbeing of people, and the ability for Napier to grow. Infrastructure must, therefore, be enabled and protected while ensuring that its effects on the environment are appropriately managed. To enable the city to grow, the delivery of infrastructure must be coordinated with the delivery of housing and business activities. The Council, infrastructure providers, the community, and developers will need to work together to achieve this.

The strategic objectives set the direction for the District Plan and help to implement the Council's community outcomes set out in the Napier 30-Year Infrastructure Strategy and the Napier Transport Strategy.

Sentiment: Amend

Submission:

I make the point again that the Napier Transport Strategy has not had the benefit of any public consultation. I have raised this point at Council hearings in 2020 and followed up with staff in between consultation processes to ensure we were consulted. STILL we have the situation where the draft District Plan, presumably reflects the views of Council Officers only without the benefit of any citizenry views. The helpful link on the website does not link to the Transport Strategy but to the Councils Transport Procurement Strategy. Interesting but not a Transport Strategy in any shape or form.

Point 249.4

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-I1, TPT-I2, and TPT-I5

Sentiment: Amend

Submission:

The following objectives, policies and methods apply to transportation matters.

Objective 61.3

To maintain a safe and efficient transport network that meets the needs of the community and the future growth of Napier without creating significant adverse [effects](#).

This objective relates to Issues 61.2.1; 61.2.2 and 61.2.3.

The objective is agreed but the current system is not safe for those who cycle or walk in Napier. Greater Council spending needs to be dedicated to safety advocacy for all road users, especially cyclists and pedestrians.

Point 249.5

Section: TPT - Transport

Sub-section: Objectives

Provision:

TPT-O5: Environmental and amenity values

The integrated transport network, including parking, loading and access, does not detract from environmental or amenity values.

Relates to TPT-I4 and TPT-I5

Sentiment: Amend

Submission:

Objective 61.4

To maintain an integrated transportation network ([road](#), rail, sea, and air) while avoiding, remedying or mitigating any adverse [effects](#) on the environment.

This objective relates to Issue 61.2.4 and 61.2.5.

Development and especially vehicle emissions are already creating significant adverse effects. This objective needs to be strengthened and the Council needs to provide leadership and create a change environment in transport choices. The current wording will only produce more of the same.

Point 249.6

Section: TPT - Transport

Sub-section: Policies

Provision:

TPT-P1: Roads and connections

Identify and maintain an integrated network of roads and other transport connections that:

- a. recognise and relate to their primary function(s) and supporting land use;
- b. where practicable provide for different modes of land transport;
- c. supports growth, and
- d. contributes to the health, safety, and wellbeing of the community.

Relates to TPT-O1

Sentiment: Oppose

Submission:

Policies

To achieve this objective the Council will:

61.4.1

Identify and recognise routes that efficiently serve the needs of the different transport sectors while minimising the adverse [effects](#) on residential areas.

The development of an integrated transport network needs a contribution from all sector users. For such hierarchy to be accepted, community involvement is required. This has not happened for the cycling sector.

Point 249.7

Section: TPT - Transport

Sub-section: Policies

Provision:

TPT-P1: Roads and connections

Identify and maintain an integrated network of roads and other transport connections that:

- a. recognise and relate to their primary function(s) and supporting land use;
- b. where practicable provide for different modes of land transport;
- c. supports growth, and
- d. contributes to the health, safety, and wellbeing of the community.

Relates to TPT-O1

Sentiment: Oppose

Submission:

Policies

To achieve this objective the Council will:

61.4.1

Identify and recognise routes that efficiently serve the needs of the different transport sectors while minimising the adverse [effects](#) on residential areas.

How can the Council identify and recognise routes that efficiently serve the needs of different transport sectors when they only consult with roading transport and emergency services users?

Point 249.8

Section: TPT - Transport

Sub-section: Issues

Provision:

TPT-14: Traffic generation may detract from environmental and amenity values

Traffic, including from road and rail, causes adverse effects such as noise, vibration, and discharges to air and water that detract from environmental and amenity values. The design, operation and appropriate treatment solutions for the transportation network can minimise these effects while also enabling safe and efficient movement of goods and people throughout the district. Further, the design and layout of communities and connectivity networks can encourage the use of active modes and public transport, which reduce reliance on private motor vehicles and, therefore, minimise these potential adverse effects on environmental and amenity values.

Sentiment: Amend

Submission:

· The Transportation Strategy mentioned as being available in the Topic Document in August 2021 has yet to be shared with residents. The Transport Strategy referred to in this Draft District Plan links to a Transportation Procurement Strategy and so again this final draft review of the district plan related to Transportation, has had limited public input.

· In recent years there has been an increasing tendency for commercial trucking firms to park trucks in residential areas so drivers can get away from home. This is inappropriate and the Noise provisions of the District Plan should preclude such actions with regulations promulgated to prevent it happening, especially in the early hours. The size of the trucks is huge and this also results in reduced visibility in residential streets. Industrial activities should be restricted to industrial areas.

· Likewise, houses previously only owning one vehicle are now being tenanted and up to 5-6 vehicles can be seen parked on grass and driveways on one property. Without viable active transport options, some streets are becoming difficult to use for thoroughfare.

· On the narrow streets through Pirimai it is getting to a point where the available road space for through traffic is limited by

cars parking either side of the street. On street licencing or some incentive to have residents park vehicles on their property is needed if normal on street thoroughfare is not going to be compromised.

Point 249.9

Section: SD - Urban Form and Development

Sub-section: Issues

Provision:

SD-UFD-I2: Housing supply

Napier is facing rising housing unaffordability. A lack of housing supply and diversity has adverse consequences on the health and wellbeing of our communities.

Explanation

More houses are required in Napier to keep up with demand. A lack of housing supply has consequential effects on the affordability of housing.

The National Policy Statement on Urban Development 2020 requires the inclusion of housing bottom lines in District Plans. A range of housing typologies is also required to provide for changing demographics and market demands. Housing development in Napier has historically been 3-4 bedroom single detached houses on generous sites. Smaller houses on smaller sites can provide for young singles and couples, 'empty nesters' looking to downsize, and affordable housing. Larger houses (5+ bedrooms, multiple kitchens) can accommodate multigenerational/extended families or communal living arrangements. Supply of only one housing typology to the market reduces choice and options for different household types and, therefore, undermines social cohesion.

Sentiment: Amend

Submission:

· With the increasing weather events that are occurring in Napier I have a particular concern regarding the number of large areas within the existing residential areas that have not been developed/built on. To meet the housing demand, I feel Council should either encourage landowners of these areas to develop them by providing some incentive to do so for a set period of time. If development does not occur within that time, I feel those landowners should be rated at a higher rate for leaving the potential of the properties lie undeveloped.

Point 249.10

Section: SUB - Subdivision

Sub-section: SUB - Subdivision - Standards Table

Provision:

SUB-S13: Stormwater treatment and disposal

All zones

Matters of discretion:

1. For allotments capable of containing a building, each allotment must be designed to manage the treatment, containment, and disposal of

1. Infrastructure servicing;

- stormwater from all impervious or potentially impervious surfaces in accordance with the Code of Practice for Land Development and Subdivision Infrastructure.
2. The means for treatment, containment, and disposal of stormwater must incorporate low impact design principles in accordance with the Code of Practice for Land Development and Subdivision Infrastructure. This will include the use of swale drains, rain gardens, rain tanks, detention tanks, re-use systems, and other methods to minimise stormwater run-off.
 3. Where the means of stormwater disposal is to ground, that area of disposal must not be subject to instability, slippage, or inundation or be used for the disposal of wastewater.
2. Public health and safety;
 3. Compliance with the Code of Practice for Land Development and Subdivision Infrastructure, and
 4. Environmental benefits (including ecological benefits of the proposed design for stormwater treatment and disposal).

Sentiment: Support

Submission:

I support the Council's approach to Esplanade Reserves along the Taipo Stream. This stream is managed without any pumping assistance and is approaching its maximum capacity. While the February 2023 cyclone did not have major impact on Knightsbridge and downstream, the November 2020 certainly did, with significant flooding around Taipo Stream. Any "infill" subdivision does need to factor in the increased hard surface areas associated with developments and future such situations should be notified to allow existing landowners to have the opportunity to make comment and express any concerns on the proposals.

SUBMISSION ON DRAFT DISTRICT PLAN REVIEW DOCUMENT

Introduction: Thank you for the opportunity to make this submission on the 10 year review of the District Plan. I wish to be heard in support of my submission.

General points

- There was a delay in the availability of a hard copy of the Draft District Plan in the Taradale library resulting in a compressed period of time to actually read and respond to the draft plan. Some residents cannot handle large volumes of digital information. A hard copy should be made available of all publicly notified documents at the date of notification – not 2 months later.
- The Transportation Strategy mentioned as being available in the Topic Document in August 2021 has yet to be shared with residents. The Transport Strategy referred to in this Draft District Plan links to a Transportation Procurement Strategy and so again this final draft review of the district plan related to Transportation, has had limited public input.
- With the increasing weather events that are occurring in Napier I have a particular concern regarding the number of large areas within the existing residential areas that have not been developed/built on. To meet the housing demand, I feel Council should either encourage landowners of these areas to develop them by providing some incentive to do so for a set period of time. If development does not occur within that time, I feel those landowners should be rated at a higher rate for leaving the potential of the properties lie undeveloped.
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DRAFT DISTRICT PLAN

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- **Introduction**

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Objectives, Policies and Methods

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Thank you for the opportunity to make a submission on the Draft District Review. It is frustrating to have a District Plan Review without the benefit of a Transportation Strategy/Transport Strategy/ Active Transport Strategy, the labels keep changing. I hope the recently formed Active Transport Group forum is a reflection of a better information sharing environment within Council.

Yours faithfully

Alan White