
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: 08/12/2023

Submission Reference Number #:90

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

Submitter:

Henry & Odette Potgieter

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Attachments:

H O Potgieter NCC Plan 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?

- **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 90.1

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

Submission:

RE: DISTRICT PLAN -OBJECTION

We have had the impact of the changes in the Napier City Proposed District Plan documents explained to us and we wish to have it recorded that WE OBJECT to the proposed changes and we wish our objection to be officially recorded.

We were shocked and dismayed to learn about the proposed rezoning of Peddie Street. Our family has special needs. We chose to live in Peddie Street because Odette has low vision and does not drive. Peddie Street's terrain is flat and therefore it is easy for Odette to have a measure of independence being able to walk freely to the Taradale village without fear of being assaulted or bullied. We are good friends with all our neighbours and provide support to one another in many aspects of our lives. We were stressed to discover that the objection process is long and technical. We do not have access to a qualified town planner and a solicitor in order to make a strong submission. We do not understand why community consultation meetings have not been held to explain exactly what is proposed and the impact of the proposals. At the meeting held, we were simply dismissed and asked to leave to make way for others. No meaningful help was provided.

The value of our investment is going to be negatively impacted by the proposed changes.

We are writing to voice our vehement opposition to the proposed redevelopment plan for the Taradale area, as outlined in the recent council proposal. This comprehensive plan presents an array of concerns that profoundly affect the residents and the overall wellbeing of our community. The points below articulate the myriad of troubling aspects associated with the proposed changes:

1. 19.5m high apartment blocks being built in Taradale;
2. 12m high apartment blocks being built in Taradale;
3. Commercial buildings being built in Taradale;
4. No allowance for off street parking;
5. Reduced privacy and sunlight;
6. Increased vehicle movement;
7. Increased noise to 70db all night;
8. The loss of neighbourhood character;
9. Significant loss of value of our investment in Peddie Street.
10. The 'shoe-horning' of high density housing into low density infrastructure that is over 50 years old;
11. No minimum car parking requirements for residential units, this will result in congestion, blocking of main arterials and the on/off ramps to the state highways; and
12. Loss of green corridors in road reserves and on properties with a proposed 1.5m setback.

To explain further. The looming construction of 19.5m and 12m high apartment blocks, coupled with commercial buildings in Taradale, presents a profound threat to the area's charm and ambiance. This prospect directly encroaches upon residents' privacy, significantly reduces natural sunlight access, and irrevocably alters the character of our cherished neighborhood. An alarming absence of adequate off-street parking allowances poses a grave threat to the already strained vehicular movement in our area. The ensuing congestion, potential blockages on main arterials and state highways, and the lack of green corridors pose a severe risk to the overall livability of Taradale.

Moreover, the envisaged increase in noise levels up to 70db throughout the night is not only disruptive but also poses a significant threat to residents' mental well-being. The proposed changes utterly disregard the importance of maintaining a serene and peaceful residential environment.

The potential loss of neighborhood character is deeply concerning. The transformation of our serene and picturesque locale into a high-density zone contradicts the New Zealand clean green image. This abrupt shift to a concrete jungle devoid of distinctiveness would undermine the very essence that attracts tourists and residents alike to our beautiful country. Additionally, the disregard for heritage properties such as the two original farmhouses at the top of Peddie Street and the unique Art Deco houses at numbers 2, 38c, and 42 raises significant concerns about the preservation of Taradale's rich history. The rigorous and costly processes these properties have undergone to make any alterations under the current system starkly contrast the sudden allowance for their demolition under the proposed plan.

Furthermore, the increased influx of residents without the corresponding improvements in infrastructure poses a significant threat to the safety and health of the community. Insufficient emergency services, notably in times of natural disasters like cyclones, puts lives at risk and challenges safe evacuations due to the limitations in road capacities and the liquefaction risks in the area. The lack of foresight regarding the impact on animal overcrowding, compounded by the absence of adequate green spaces and dog parks, presents unsanitary and unsafe conditions for both residents and animals. The potential contravention of existing rules and standards by permitting a disproportionate number of animals within the proposed zones further complicates matters. The anticipated traffic surge and its resultant emissions pose significant health risks to residents. Living in close proximity to major roads and increased vehicular movement, as proposed in the redevelopment plan, heightens the risk of cancer and compounds existing challenges in accessing adequate healthcare resources.

Furthermore, the proposed plan fails to address fundamental issues such as access to essential amenities, including supermarkets and recreational areas. Overcrowding the area without corresponding provisions for necessary services only exacerbates the challenges faced by the community, especially concerning the availability of healthy food options and convenient shopping venues.

The proposed changes, while seemingly catering to future growth, overlook the practical challenges faced by residents. The inadequate provision of parking spaces, impractical reliance on public transportation, and unrealistic expectations regarding reduced vehicular usage fail to acknowledge the diverse needs and obligations of residents, particularly those with disabilities or familial commitments.

Relief sought

In conclusion, the proposed redevelopment plan for Taradale fails to consider the multifaceted concerns raised by the community. It risks compromising the essence, safety, and well-being of residents while undermining the unique identity and appeal of our cherished neighborhood.

We implore the council to reevaluate the proposed changes comprehensively, engaging in a dialogue with the residents to address these pressing concerns effectively. Collaborative efforts and a focus on preserving the essence and well-being of our

community should steer any future developments in Taradale.

Thank you for considering these detailed objections and concerns. We eagerly await a constructive dialogue and resolution on this matter as we are stressed and anxious about our future.

Point 90.2

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:

We are writing to voice our vehement opposition to the proposed redevelopment plan for the Taradale area, as outlined in the recent council proposal. This comprehensive plan presents an array of concerns that profoundly affect the residents and the overall wellbeing of our community. The points below articulate the myriad of troubling aspects associated with the proposed changes:

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 8. The loss of neighbourhood character;
 9. Significant loss of value of our investment in Peddie Street.
 10. The 'shoe-horning' of high density housing into low density infrastructure that is over 50 years old;
 11. No minimum car parking requirements for residential units, this will result in congestion, blocking of main arterials and the on/off ramps to the state highways; and
 12. Loss of green corridors in road reserves and on properties with a proposed 1.5m setback.
-

Point 90.3

Section: TPT - Transport

Sub-section: TPT - Transport - Standards Table

Provision:

TPT-S7: Vehicle trip generation

1. Activities in residential zones must not exceed the following vehicle movement thresholds:

Matters of discretion are:

| Type of vehicle | Maximum number of vehicle movements |
|-----------------|-------------------------------------|
| Light | 200 per day |
| Heavy | 10 per day |

1. Safety and efficiency of the integrated transport network;
2. Economic wellbeing, and
3. Public health and community wellbeing.

2. Activities in all other zones must not exceed the following vehicle movement thresholds:

| Type of vehicle | Maximum number of vehicle movements |
|-----------------|-------------------------------------|
| Light | 400 per day |
| Heavy | 50 per day |

Sentiment: Oppose

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Point 90.4

Section: MRZ - Medium Density Residential Zone

Sub-section: Objectives

Provision:

MRZ-O3: Quality living environments

Development and activities provide quality living environments for residents while recognising the amenity provided in the nearby centre and public open space.

Relates to GRZ-I2 and GRZ-I4

Sentiment: Oppose

Submission:

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Point 90.5

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: | | | | |
|---------------|--|---|--|--|--|
| | 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 | | | | | |

Purpose: to enable activities anticipated in the zone while maintaining the public health and amenity effects that are expected in the zone.

| | | | | |
|--|-------------------|-------|-------|-------|
| (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 90.6

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 90.7

Section: MRZ - Medium Density Residential Zone

Sub-section: Objectives

Provision:

MRZ-O2: Community wellbeing

Development and activities contribute to safety, security, social wellbeing, and connectivity in communities.

Relates to GRZ-I2 and GRZ-I4

Sentiment: Oppose

Submission:

Furthermore, the proposed plan fails to address fundamental issues such as access to essential amenities, including supermarkets and recreational areas. Overcrowding the area without corresponding provisions for necessary services only exacerbates the challenges faced by the community, especially concerning the availability of healthy food options and convenient shopping venues.

The proposed changes, while seemingly catering to future growth, overlook the practical challenges faced by residents. The inadequate provision of parking spaces, impractical reliance on public transportation, and unrealistic expectations regarding reduced vehicular usage fail to acknowledge the diverse needs and obligations of residents, particularly those with disabilities or familial commitments.

In conclusion, the proposed redevelopment plan for Taradale fails to consider the multifaceted concerns raised by the community. It risks compromising the essence, safety, and well-being of residents while undermining the unique identity and appeal of our cherished neighborhood.

Henry and Odette Potgieter
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9 December 2023

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

RE: DISTRICT PLAN - OBJECTION

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The potential loss of neighborhood character is deeply concerning. The transformation of our serene and picturesque locale into a high-density zone contradicts the New Zealand clean green image. This abrupt shift to a concrete jungle devoid of distinctiveness would undermine the very essence that attracts tourists and residents alike to our beautiful country.

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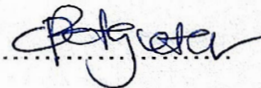
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Yours faithfully



Henry Potgieter



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