



1 July 2020

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## **Hawthorndale Care Village Resource Consent Application RMA/2020/80 - Response to RFI Letter**

6-VQ423.23

Dear Lisa,

Thank you for your Section 92 letter of 26 May 2020 requesting further information. A response is detailed below.

### **General**

1. The intention is that the public would be able to attend ceremonies at the proposed chapel. This would include but not be limited to religious ceremonies including masses, interdenominational services, prayer group meetings, funerals and memorial services.

The chapel, retail and commercial services will function predominantly to service residents of the HCV. Staff and visitors to HCV are also likely to use these facilities. The intention is that the public could buy a coffee, bottle of milk, bread etc. or get a haircut at the salon but it is not anticipated that these activities would operate independently from the HCV. The hours of operation noted at 2 below reflect this. The bokes shed is intended for residents use only.

The café/bar will not be directly accessible from the main car park and public access would be via the main lobby and atrium.

2. The hours of operation for those aspects of the HCV open to the public will be 8am to 5pm. The intention that these activities are primarily associated with operation of the Village.
3. As noted in the application details of proposed signage have yet to be confirmed. We suggest that signage details including sign height, location and illumination could be provided later via a condition of resource consent.

### **Lighting**

4. Details of the proposed lighting have yet to be confirmed. Lighting will be installed along the main vehicle access and pedestrian pathways through the site and in the car parking areas. We suggest that details on lighting could be provided later via a condition of resource consent.

A suggested condition of consent relating to lightspill has been promoted in the application. Compliance with this condition would avoid any potential adverse effects from lightspill at the boundaries of the property.

## Noise

5. We do not anticipate any significant noise effects associated with vehicle movements to and from the residential aspects of the HCV. The independent living units and residential apartments are residential land uses. Any noise effects associated with vehicle movements to and from these residences will be very similar to those already occurring at adjoining residential properties and elsewhere in the suburb of Hawthorndale. All these proposed residences will be one or two-bedroom units which is likely limit the number of vehicle movements and mitigates potential noise effects. Effects associated with vehicle movements to and from residences are anticipated in the Residential 1 Zone.

Any noise effects associated with waste collection from these residences will also be no different from that which occurs at adjoining residential properties and elsewhere in the suburb of Hawthorndale. Waste collection would not occur at night. Waste collection from the remainder of the Village would also occur during day time and is not anticipated to give rise to any significant noise effects.

We do not anticipate any significant adverse noise effects from mechanical plant. A boiler room is proposed near the centre of the village, but it is unlikely to be noisy.

Deliveries will occur at a dedicated loading / unloading bay near the main State highway 1 Tay Street access. Couriers are likely to also use the reception at the main entrance of the administration block. Delivery activity would not occur at night.

The non-residential aspects of the HCV will predominantly occur inside the Administration Block which is set well back from neighbouring residential properties, towards the centre of the site adjacent State highway 1 Tay Street. Proposed hours of operation will mitigate potential noise effects associated HCV given non-residential aspects will not operate during the night. Staff numbers decrease at night and visiting hours to the Residential Care Homes, Administration Block and other non-residential aspects will be restricted (please refer to point 2 above).

Residential care activity is not generally noisy as the health and wellbeing of residents is a key priority. They are generally quiet places at night time. The risk of noise effects will also be mitigated via use of modern construction materials including insulation and double glazing.

Actual and potential adverse noise effects from HCV on occupants of adjoining properties, are likely to be minor.

## Transport

6. The parking requirement for 84 staff under the District Plan is 42 car parks, one car park space per 2 staff. The development provides 53 staff car parks, an additional 9 staff car parks above the required amount. As the requirements of the District Plan are met for on-site staff parks, we do not anticipate any adverse effects associated with on street parking demand or residential amenity. The design of HCV provides for alternative means of staff transport to the site including cycle and scooter parking

facilities. The HCV is located on an existing transport route. The Windsor Comet Bus route passes along Tay and Stuart Streets adjacent the site. The HCV will be located in a residential suburb. We anticipate that staff who live near the site are likely to walk, cycle or scooter to work.

7. Removal of the pram crossing would require pedestrians from Lithgow Street to use the existing pedestrian crossing 170m west of the site. For pedestrians east of Lithgow Street there is a pedestrian crossing point to the east in front of the Ascot Shopping Centre which is approximately 350m away from the proposed site. Please note as per the amended site plan discussion below, the removal of the pram crossing is no longer proposed.
8. The intention is that the main internal road functions as the primary access to and from the site via the new crossing to State highway 1 Tay Street.

The access driveway from Fairview Avenue while narrow at 4.9m is wide enough for 2-way vehicle access. The intention is that the Fairview Avenue access will only be used to provide vehicular access to residents and pedestrian access. Its narrow width assists in terms of traffic calming, reducing the speed environment and in terms of emphasising its secondary function as an access. There is no footpath proposed and it will function as a shared zone for both pedestrians and vehicles.

The Trust do not propose a gate at the Fairview Avenue access. The recommendation in the Traffic Impact Assessment for an internal road width of 7 – 8m relates to the main internal road not the Fairview Avenue access.

9. Please find attached an amended site plan detailing compliant manoeuvring areas for vehicles entering:
  - a. The visitor parking spaces west of the circular vehicle access and water feature; and
  - b. The independent living unit garages located closest to the shared access;
10. As noted in the application each independent living unit and residential apartment will have one off street car park consistent with the requirements of the District Plan. There are no additional visitor car parks proposed for the independent living units other than what is already proposed on the wider site. Residential dwellings do not require visitor parking spaces under the Residential 1 Zone or Transportation rules of the District Plan.

There are no additional visitor car parks proposed for the apartment block other than what is already proposed on the wider site. Please note that there is a total of 36 car parking spaces adjacent the apartment block to the south and east. While these car park spaces are notated as staff car parks on the site plan the intent is that they could be used by visitors or staff.

The general intention is that all car parks are available to those visiting, working or residing at the HCV. Use of the car park spaces will alter over the course of the day. For example, the car parks adjacent the apartments could be used by people visiting residents in the apartments in the evening when staff numbers reduce for the night shift.

## Stormwater

11. The total amount of permeable surfaces across the development site as a percentage will be 34% (This incorporates the entire HCV development on both the former Hawthorndale School the Stuart Street properties).
12. The Trust has had initial discussions with ICC regarding on-site stormwater attenuation. The outcome of this discussion is that two 30,000 litre above ground tanks for stormwater attenuation are proposed on the site. The proposed location of the water tanks has yet to be determined. It is suggested that confirmation of the location of the tanks could be provided at a later date through use of a suitable condition of consent.
13. Stormwater treatment is proposed for internal roads and car parking area drainage. Roof run off would be untreated. Filters (Stormfilter and / or Filterra both supplied by Stormwater360) are proposed subject to feedback from ICC.

### Updated Site Plan

Please find attached an updated site plan. There was an error on the site plan provided in the application relating to the number of villas proposed and this has now been corrected.

The updated site plan also details a revised access to State highway 1 Tay Street. This amendment has been promoted following initial feedback from the New Zealand Transport Agency.

The siting of car parks has been amended at the revised access to allow for tree planting and two extra staff parks have been added. In addition, the pedestrian access has been extended past the apartment carpark building to improve wayfinding for residents and those entering along Fairview Ave.

### Expiry Date

The standard expiry date for a land use resource consent is 5 years. The Trust requests an amendment to the application to provide for a 7-year expiry date. The extended period will provide additional time for funding arrangements to be finalised and also or any unforeseen circumstances that could delay the project.

### Additional Condition

As a result of feedback received through the community engagement phase the Trust wish to promote an additional draft condition:

- A. No trees are to be planted on the development site adjacent to the rear (northern) boundary of the property at 26 Fairview Avenue (Lot 4 DP 4928).

Please feel free to contact me if you have any further questions.



Regards

Luke McSoriley  
Work Group Manager - Planning