

Attachment B – Suggested conditions of use at Dacre Park proposed by residents with club and council feedback

Item #	Residents Proposal	Clubs Response	Councils Feedback
1	We would like to propose 6:45pm finish and 7pm lights off.	<p>It is <u>critical</u> that the solution enables the shortfall in training hours to be partially solved. Therefore the minimal acceptable constraint requested is:</p> <p>Mon –Thurs = 3.45pm to 8pm</p> <p>Friday = 3.45pm to 7pm (for first kicks training ... which is the current Friday use)</p> <p>Today's status quo use of Allen Hill = 11 Comp + 3 training (14 hours) so adding 14 training hours to existing schedule.</p>	Preference is to allow for 4 hours of use in the evenings on dedicated days. Suggest lights begin warming down at 7:45 and are off by 8pm.
2	Three nights per week maximum - cap at 3 or 4 sessions groups or staggered.	As above need the requested hours to help meet shortfall. We are willing to accept a condition of no club games under lights on Saturday or Sunday.	Limit use of lights to 4 nights a week (Tues, Wed, Thurs, Fri)
3	Under 14's training only, adult & 1 st team training to continue to be hosted at current venue.	The fact that we only have three pitches means we need to juggle teams around based on pitch condition and ground closers (which are at the council's discretion to protect the playing surfaces). We will commit to scheduling Under 17 and younger on Allen Hill. However on the odd occasion the first team and reserves may need to train on the Hybrid if Bayswater is not available	Limit teams where possible to U17 and below. This ensures that the additional use is being utilised by kids and youth teams.
4	Gaps between training will allow car park to	We do this now ... see illustrative competition	It is possible to configure the booking system

	flush and next group to commence 15 or 20 mins later - see schedule options below.	/ training schedule ... but this should not be a condition of usage.	to have gaps between training sessions. Although this may not necessarily influence the actual arrive profile at the venue.
5	Retain inter club First Kicks (5-8 year old) on Saturday mornings and not Friday evenings followed by social soccer tournaments.	The club needs to be able to schedule age grounds as needs require. It is not up to a third-party group to dictate how age groups are scheduled. That said, First Kicks training on a Friday afternoon / evening now so whether they are playing games or training makes little difference to "effects" on local residents. As stated many times we have no plan to change the current schedules (unless members want to change).	Retain First Kicks on a Friday night but finish by 7:00pm.
6	No hosting simultaneous 7 or 9 a side games with opposition on Saturday morning as Lake Road coupled with compromised access cannot accommodate this concentration of multiple home and away visiting teams at the site.	There is one time slot 11-12am on a Saturday when two ½ pitch games are played side-by-side. That's ~40 players ... 20 from visiting teams ... so worst case 20 cars coming to the ground ... minimal effect on Lake Road (as per traffic report). Counter factual is we'd be putting 10 cars on Lake Road for one teams NSU players to leave the peninsular for a home game. Again this is existing use and should remain so.	Playing on two half size fields during one time slot on a Saturday is not unreasonable. Traffic Report has demonstrated that this level of use can be accommodated.
7	Maximum 2 adult games in the afternoons per weekend. Preference from a number of parties for no games on a Sundays.	Two senior Saturday games is status quo and all that the schedule can accommodate. See illustrative competition / training schedule. Two Youth games on Sunday's is also status	Current schedule should be retained

		<p>quo.</p> <p>NZ Football and Northern Football Federation decide if some competitions are played Saturday or Sunday (not the club). Youth (13-17) Metro leagues are all Sunday now so as to separate from clashing with School football. The Northern Regional Football League which the First Team and Reserves compete in can also stipulate some games to be played on a Sunday (often due to travel arrangements for out of town teams).</p> <p>So while the club “requests” senior games on Saturdays there is a requirement for some flexibility to have the odd Sunday senior game.</p>	
8	Discussion and agreement of proposed usage during the summer and details of type and scale of sports or events under Council management it will be bookable for.	<p>Council controls booking. Club will request some usage for summer Youth Academy training (twice per week) but this is a small number of players.</p> <p>Club also needs flexibility to use AH for some Summer Soccer as this is an extremely popular event now ... Summer 2017/2018 we have 92 teams entered. This is mostly played at Bayswater or Stanley Bay (depending on pitch conditions).</p>	Bookings team will consider summer bookings as per any other sports park in Auckland.
9	One way system instigated - establish right of way over no man’s land - and model and optimise traffic flow.	Good Idea ... Club very supportive of this and is encouraging of all members to walk or cycle over driving. This can be seen from our	This will be investigated further as part of detailed design and will form part of Assessment of Environmental Effects (AEE). If

		extremely successful “Bike to Football” campaign with Auckland Transport.	it is deemed to mitigate an effect it will be considered.
10	Assess impact on Lake Road with current congestion and bottlenecks - look at true centre of gravity of club and where members are coming from. All opposition are coming full length of Lake Road and high percentage of club members are north of Allen Hill site.	No Comment	The traffic impact on Lake Road has already been assessed and has been shared with all parties.
11	Reconsider design - ultimate placement of club house is not ideal - land, project noise. Perhaps consider re-orientating pitch, warm up and dedicated training area position away from housing, design so club house face away from housing, see if it is possible to provide better space and layout of car parks, traffic flow and minimise loss of mature trees shielding view and noise and retain grassed drainage area	<p>The club is also keen to see the trees that it planted remain as much as is possible. To our mind only a very small number in the northern corner (the new entry / car parking area) need to come out.</p> <p>The new location proposed for the club house is the ideal location for pitch access, viewing and maximising the usable area of the park. It is also further away from the majority of residents compared to the existing location. We are surprised this is not seen by the neighbours group as a positive change.</p>	In order to keep costs within budget the intention is to largely use the existing footprint of the sports field. The ¾ pitch has been removed from the proposed upgrade creating greater separation distance to Abbotsford Terrace and Victoria Road.
12	<p>Session times - earlier session to cater for younger age groups</p> <ul style="list-style-type: none"> ○ 3:30pm-4pm ○ 4:15pm-4:45pm ○ 5pm-5:45pm ○ 6pm-6:45pm <p>Or</p>	See above and the illustrative competition / training schedule	See illustrative competition / training schedule

	<p>Alternate - longer training sessions for older age groups</p> <ul style="list-style-type: none"> o 3:30pm-4:15pm o 4:30pm-5:30pm o 5:45pm-6:45pm 		
13	<p>Any changes or increases to operating hours agreed with residents</p> <p>A schedule such as proposed can be adequately catered for with sand turf, thus would not warrant hybrid investment. Support preference for Option 2 and represents a cost saving. This frees up funding to invest in other local sites.</p>	<p>See illustrative competition / training schedule ... Only a Hybrid turf can provide the increase in hours that will make a substantive difference to reducing the significant shortfall in training and competition hours required.</p> <p>The “cost saving” suggested is a false economy as all that will happen (due to lack of grounds) is the three sand turfs will be over utilised and require expensive maintenance more often. Hybrids are clearly the future and an excellent solution to the lack of total sports field capacity.</p>	<p>A hybrid Investment is still warranted based on the illustrative competition/ training schedule – Council’s Proposal version.</p> <p>The issues being experienced at Bayswater with field deterioration due to over use will be avoided with the installation of a hybrid field.</p>
14	<p>The objective above is to make the car park and access from Lake Road the default, accessible and therefore desirable parking venue for site visitors rather than residential streets and thus pedestrian and cycle route is used for foot traffic or bicycles and not cars. Victoria Road & Abbotsford Terrace are narrow cul de sacs not designed nor safe for large concentrations of cars, arriving and departing, parking and turning especially with young children after dark.</p>	<p>No Comment</p>	<p>Agree – the intention of installing a car park is to provide more onsite parking options.</p>

15	Equally, type of training schedule to be spread. This will alleviate the challenges turning in and out onto Lake Road - in practice visitors will avoid – as they do today. The safety of children needs to be considered if dropped or picked up on Lake Road which will be common practice if entering and exiting is inefficient. This is a major concern with increased number and after dark training for youngsters at peak hour. What other method - lights or other method can manage flow and address this? Please note: pre-requisite needs to in-out one way system.	No comment happy to leave traffic flow to the experts.	As mentioned above – during the AEE the traffic report will address all traffic and safety issues.
16	No air horns, loud speakers or music, no use of whistles after dark	The club is happy to commit to no air horns. It has no desire to create excessive noise. Whistles are a part of football (including training but will be kept to a minimum).	A condition of consent can be inserted around no air horns.
17	Enforceable code of conduct with fines/penalties to club for infringements/non-adherence	Club supports the Code of Conduct.	Fines not possible but a code of conduct can be developed.
18	Regular monitoring of impact, noise monitoring and assessing traffic and parking impact on local residents and access challenge and modify intensification as required to minimise.	Club is happy to comply. We can count on one hand the number of noise complaints we have had in 40 years at this venue.	We would not recommend any further noise monitoring or traffic monitoring as this modelling has already been carried out based on a higher level of intensification of the site and the effects deemed to be appropriate. However residents will be able to follow the Council noise complaints process. If the complaints warrant further testing to check if noise limits are being exceeded then this will

			be investigated and carried out.
19	Superior site supervision with CCTV for security	No comment	CPTED issues and the management of antisocial behaviour will be considered during the design process for this park as they are for all Auckland Council Parks during.
20	Review of licencing hours. Limited evening events to 6 per year. No drinking outside of club house.	This is not relevant to the redevelopment proposal. Again, the club have had minimal complaints re. clubhouse noise and afterhours activity. The club takes these matters very seriously and has limited evening social events at the club.	The licencing hours of the Club are not being considered as part of the proposed upgrade. The licencing arrangements of the NSUFC Clubrooms are a separate matter and there is a separate process to follow if the residents want to challenge the Club's liquor licence.
21	Minimise tree removal and wildlife habit impact and consider design options to achieve, sympathetic landscapes and replanting	Agreed see above comments.	Agree, however need to acknowledge that to create on site car parking and remove CPTED issues some trees will need to be removed/pruned.
22	Consult with businesses to discuss impact, how to alleviate & operational procedures, particularly around traffic and deliveries.	No comment happy to leave traffic flow to the experts.	Traffic effects from surrounding businesses will be assessed as part of Traffic AEE.
23	Design traffic flow to split heavy industrial traffic to businesses - namely timber yard and recycling facility. Their practices and deliveries are incompatible with high traffic movement and unsafe for pedestrian especially youth. Their businesses will be heavily impacted, so need to find a way to retain parking for business to allow them to continue to operate	No comment happy to leave traffic flow to the experts.	Traffic effects from surrounding businesses will be assessed as part of traffic AEE.

	<p>successfully and safely.</p> <p>The proposed lane is slightly wider than southern entrance but busy and well frequented and invariably full: garden centre visitors, timber yard, Organic Gardens, their staff plus skateboarders. Most weekends, there are 15-20 vehicles in this area, owners of which will compete for car parking spaces. This warrant serious consideration and consultation to implement a robust, safe operating model and practices.</p>		
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