

Wednesday, 4 November 2020

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

District Planning and Bylaws Subcommittee Meeting

Kaupapataka

Open Agenda

Te Rā Hui:
Meeting date: **Wednesday, 4 November 2020**

Te Wā:
Time: **10.30am**

Te Wāhi:
Venue: **Council Chamber
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

Te Hoapā:
Contact: **Democracy and Governance Services
P: 06 871 5000 | E: democracy@hdc.govt.nz**

Te Āpiha Matua:
Responsible
Officer: **Group Manager: Planning & Regulatory Services - John
O'Shaughnessy
Environmental Policy Manager – Rowan Wallis**

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HASTINGS DISTRICT COUNCIL
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156
Phone **06 871 5000** | www.hastingsdc.govt.nz
TE KAUNIHERA Ā-ROHE O HERETAUNGA

District Planning and Bylaws Subcommittee – Terms of Reference

A Subcommittee of the Strategy and Policy Committee.

Fields of Activity

The District Plan Subcommittee is responsible for advising the Strategy and Policy Committee by;

- Providing guidance to Council officers with regard to the drafting of the District Plan (or sections thereof) and consultation on discussion documents and drafts.
- Providing guidance to Council officers in respect of the drafting of Council's new or revised bylaws, and providing oversight of the Special Consultative Procedures.
- Te Tira Toitū te Whenua – Hastings District Plan Cultural Values to consider and advise Council how the cultural values of Waahi Taonga and Waahi Tapu are to be integrated within the District Plan.

Membership

- 6 Councillors.
- 3 Heretaunga Takoto Noa Māori Standing Committee Members appointed by Council.
- 1 externally appointed member with relevant qualifications and experience.
- Chair appointed by Council.
- Deputy Chair appointed by Council.

Quorum – 5 members including 3 Councillors

Delegated Powers

- 1) To review and provide comment on draft new or received District Plan provisions and to recommend to the Strategy and Policy Committee the adoption of drafts for consultation.
- 2) To hear and consider all submissions reviewed in respect of any District Plan proposal and to recommend responses to the Strategy and Policy Committee.
- 3) To recommend to the Strategy and Policy Committee the final wording of any new or reviewed District Plan provisions for adoption by Council.
- 4) To review and provide comment on draft new or reviewed bylaws, and to recommend to the Strategy and Policy Committee the adoption of drafts for consultation for onward recommendation to Council to hear submissions and formal adoption.
- 5) To recommend to the Strategy and Policy Committee the final wording of any new or reviewed bylaw for adoption by the Council.

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Hastings District Council

District Planning and Bylaws Subcommittee Meeting

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Mematanga:

Membership:

Koromatua

Chair: Councillor Kevin Watkins

Ngā KaiKaunihera

Councillors: Bayden Barber, Alwyn Corban (Deputy Chair), Simon Nixon, Peleti Oli and Ann Redstone

Marei Apatu, Ngaio Tiuka and Tania Eden - Heretaunga Takoto Noa Māori Standing Committee appointees

Mayor Sandra Hazlehurst (ex-officio)

Tokamatua:

Quorum:

5 - including 3 Councillors

Apiha Matua

Officer Responsible:

Group Manager: Planning & Regulatory – John O'Shaughnessy

Environmental Policy Manager – Rowan Wallis

Te Rōpū Manapori me te

Kāwanatanga

Democracy &

Governance Services:

Christine Hilton (Extn 5633)

Te Rārangī Take

Order of Business

Apologies & Leave of Absence – Ngā Whakapāhatanga me te Wehenga ā-Hui

- 1.0** At the close of the agenda no apologies had been received.
 At the close of the agenda no requests for leave of absence had been received.

2.0 Conflict of Interest – He Ngākau Kōnatunatu

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Manager: Democracy and Governance (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

Confirmation of Minutes – Te Whakamana i Ngā Minitī

- 3.0** Minutes of the District Planning and Bylaws Subcommittee Meeting held Wednesday 5 August 2020.
(Previously circulated)

- 4.0 Residential Intensification Design Guide - Options for Implementation 7**

- 5.0 Plan Change 3 - Providing for Marae in the Rural Zone and the Plains Production Zone 75**

- 6.0 Request for Plan Change 2 to the Partially Operative District Plan to be Made Operative 99**

- 7.0 Minor Items – Ngā Take Iti**

8.0 Urgent Items – *Ngā Take Whakahihiri*

Wednesday, 4 November 2020

Item 4

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

**Hastings District Council: District Planning and
Bylaws Subcommittee Meeting**

Te Rārangi Take

Report to District Planning and Bylaws Subcommittee

Nā: **Anna Summerfield, Senior Environmental Planner - Policy**
From:

Te Take: **Residential Intensification Design Guide - Options for**
Subject: **Implementation**

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to outline and assess the best options for the implementation of the Residential Intensification Design Guide. The report considers non-regulatory and regulatory options for implementation and what implications these may have in terms of how the guide is used, how it can influence development proposals and how it can be updated or amended over time.
- 1.2 The design guide seeks to assist in the improvement of design and amenity outcomes of all housing development but particularly focusses on more intensive residential development proposals. It is a practical how to guide that demonstrates how to use land efficiently for residential development while creating a high quality residential environment. In that manner the guide seeks to assist in the achievement of HPUDS objectives for the District of a compact settlement pattern with high amenity residential areas.
- 1.3 The report concludes by recommending that the guide initially be adopted as a non-regulatory document and monitored for a period of 12 months. Using the Design Guide as a guideline initially provides the opportunity:
 - to work alongside developers;
 - to refine the guide or resolve issues as they arise;
 - to work through the application of the design guide in different scenarios;

- to fully consider the implications of the mandatory application of the design guide (as it may not be appropriate in every circumstance to apply the design guide as a mandatory requirement); and
- to undertake the detailed assessment and option evaluation required in order to integrate the Design Guide into the District Plan provisions (this work would need to be undertaken anyway as it is a necessary requirement of the process to change the District Plan).

- 1.4 Council officers could report back to the District Plan & Bylaws Committee by December 2021 with more detailed information on how the guide is being used, whether the initial approach is contributing to design outcome improvements in developments and options to incorporate the guide into the District Plan as a mandatory requirement.

2.0 Recommendations – *Ngā Tūtohunga*

- A) That the District Planning & Bylaws Subcommittee receives the report of the Senior Environmental Planner - Policy titled Residential Intensification Design Guide - Options for Implementation dated 4 November 2020.
- B) That the Subcommittee recommend to Strategy and Policy Committee the adoption of the Residential Intensification Design Guide and instruct officers to:-
- Implement the guide as a non-regulatory document, monitoring its impact on residential development outcomes in the District for a period of 12 months; and
 - Identify and assess the specific options available to incorporate the guide's design principles and key design elements into the District Plan; and
 - At the end of the 12 month period Council officers shall report back to the Subcommittee on the following matters:
 - The take up or use of the design guide key design elements and concepts within housing developments in Hastings.
 - Whether a collaborative non-regulatory approach is generating positive outcomes for residential development.
 - Whether any refinements or updates to the guide have been made.
 - A summary of feedback and consultation with designers, developers and the general public as to the usefulness and impact of the guide.
 - The specific options for incorporating the design principles and key design elements into the District Plan.
 - A section 32 evaluation (including costs and benefits) of the options identified in e. above including an evaluation of the current non-regulatory approach.
 - A recommendation as to the best option to implement the design guide.

3.0 Background – *Te Horopaki*

- 3.1 The Residential Intensification Design Guide has been developed to fulfil one strand of the implementation plan for the Council's medium density strategy. The medium density strategy will help to implement the overall Heretaunga Plains Urban Development Strategy (HPUDS) goal of protecting the District's nationally and regionally significant highly productive land through

achieving a more compact settlement pattern for Hastings. By 2045, development within the District is expected to transition to:

- 60% intensification
- 35% greenfield
- 5% rural

3.2 Currently (end of 2nd Quarter 2020 figures) development within the District is split as follows:

- 27% intensification
- 49% greenfield
- 24% rural.

3.3 The design guide has a key role to play in encouraging more intensive development within our existing urban areas. It will be one of a number of measures used to recalibrate these figures so that over time, land within the existing boundaries of the city is utilised much more efficiently reducing the need to continually extend and identify new greenfield growth areas or allow ad-hoc rural subdivision and development.

3.4 HPUDS also has a goal to encourage the development of high quality and high amenity residential areas. In response to this objective the guide also has a significant role to play – specifically outlining how to achieve good design outcomes within Hastings and demonstrating these principles through illustrations of different development typologies and scenarios.

3.5 The design guide therefore has the following primary objectives:

- To encourage more development to occur within existing urban areas;
- To raise the bar in terms of the quality and amenity outcomes achieved in housing developments, but particularly those that are more intensive or include compact housing;
- To support and encourage the most efficient use of residential land by maximising site yield while at the same time providing a high quality residential environment;
- To assist in changing the perceptions of more intensive residential development from being viewed as achieving low amenity outcomes by the community.

3.6 Feedback from Councillors received at the workshop on September 22nd 2020 provided strong indications that the key design elements of the guide should be included in the District Plan as a mandatory requirement for residential developments. Further there was a request for more detail and encouragement of sustainability measures within the design guide. In particular, Councillors wanted to see more discussion of energy efficiency measures such as the use of high insulating materials and solar panels within the design guide. This information would further support the sustainability principle of the design guide. Changes have been made to the design guide to make more explicit the benefits of including such energy efficient technologies in housing developments.

3.7 Currently however, there are a number of Parliamentary Bills in the consultation phase that propose changes to the Building Act to reduce building carbon emissions and to transition to a low emissions and low waste society. Specifically this could include the need for climate and sustainability information to be provided with the general product information for building products and materials. Information would need to outline sustainability over the lifetime of the product as well as immediate effects such as heavy metal pollution of copper and zinc into waterways when it rains.

3.8 Given these sustainability measures and requirements are currently being developed it is thought best to wait until this legislation has been confirmed prior to including any further sustainability information within the design guide. This would reduce the likelihood of inconsistencies with central government policy and the potential for conflicting advice on these matters.

- 3.9 The design guide has been well received by designers and developers. The draft guide has already been used informally by the HDC consent team to amend and change development proposals to better reflect and meet the District Plan assessment criteria (which enabled reporting officers to support the proposed development). These changes will also provide enhanced amenity outcomes for the local neighbourhood.
- 3.10 Feedback from developers and Council staff has been complimentary of the guide's stimulation of potential development opportunities (for example the illustrations showing the possible redevelopment of the Frimley and Mayfair shops and the illustrations of comprehensive residential developments of sites within the City Living Zone), range of typologies, layouts and ideas as well as the illustrations of specific design concepts that are easy to understand and apply.

4.0 Discussion – *Te Matapakitanga*

- 4.1 In order to improve the quality and amenity outcomes of more intensive residential development it will be important to encourage the use of the design guide principles and incorporation of the key design elements into new housing proposals. How this is best carried out is the main issue of discussion within this report.
- 4.2 There are two ways that the design guide can influence development proposals – either as a non-regulatory document or as part of a regulatory document such as the District Plan.
- 4.3 As a non-regulatory document, the design guide would sit alongside the District Plan and would be used to encourage and assist designers and developers to meet the District Plan objectives, policies and assessment criteria through the incorporation of the key design elements and principles in the layout and design of housing developments. The carrot to include these concepts in their development proposals is that in doing so applicants would likely experience a smoother, faster consenting process, may achieve a greater site yield, and would have a development that achieves high amenity outcomes and therefore is potentially a more attractive and sort after housing product.
- 4.4 A regulatory approach would mean that the design principles or key design elements are translated specifically into the District Plan assessment criteria for certain residential development activities such as comprehensive residential developments (3 or more dwellings). This approach would ultimately mean that if the design principles and elements for this activity type are not included to the satisfaction of the Council, there could be the potential that any resource consent for such development proposals could be declined (depending on the activity status of the proposal - controlled activities cannot be declined).
- 4.5 Under a non-regulatory implementation approach the design guide could be applied to any and all types of residential development including development involving relocated buildings. However, compliance with the design concepts of the guide would not be mandatory.
- 4.6 Whereas under a regulatory approach, the design guide concepts could only be applied to certain types of housing developments - that is only those housing developments that require a resource consent under the District Plan rules would need to comply with the key design elements of the guide. However, compliance with the design concepts would be mandatory.
- 4.7 A regulatory approach would also mean a more difficult and costly process to update the guide to include new information such local case studies, examples of good designs or legislation changes. This is because a plan change process is required to make any changes to the District Plan. As a non-regulatory document there is the flexibility for the design guide to be updated at anytime, without such time and cost constraints.
- 4.8 Including the design guide concepts into the District Plan may also make the District Plan more complex for users. It could also increase the processing time of resource consents as the design guide concepts would add another layer of assessment and reporting to resource consent

applications (except for comprehensive residential developments where the key design elements of the guide could replace the existing criteria).

- 4.9 Adding new assessment and reporting matters when the intention is to smooth and facilitate a faster consenting process will not encourage more residential intensification to occur. The premise of the design guide is to create a smoother consenting process and thereby encourage more development within the existing urban areas of the District.
- 4.10 The take up or use of the design guide concepts could be monitored and reviewed over the next 12 months to ascertain whether a non-regulatory implementation approach has had sufficient influence over and impact on generating positive outcomes for residential development.
- 4.11 This time period will also enable discussions to occur with designers, developers and the general public as to whether a firmer regulatory approach is required to achieve the desired change to residential development outcomes.
- 4.12 It will also allow officers time to identify and complete a Section 32 (RMA) evaluation of the specific options for regulatory implementation of the design guide. This assessment work is a requirement of any plan change application and would need to be undertaken to facilitate a change to the District Plan to incorporate the design guide as a mandatory requirement.

5.0 Options – *Ngā Kōwhiringa*

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

- 5.1 Adopt the Residential Intensification Design Guide as a non-regulatory document with a view to monitoring its impact on residential intensification outcomes for a period of 12 months. Undertake detailed assessment and evaluation work to integrate the design guide into the District Plan provisions. Report back to the Committee on the best options for the continued implementation of the design guide:

Advantages

- Applies to any and all residential development including developments incorporating relocated buildings.
- Flexibility to update the guide in a timely manner at minimal cost.
- Promotes a smoother and faster consenting processes and thereby encourages take up of the guide design concepts.
- Encourages well-designed residential intensification through a collaborative approach which better reflects the subjectivity of the design process and the specific nature and individuality of each development and each site.
- Provides time to further consult with designers, developers and the general public on the design guide concepts and most appropriate implementation method.
- Provides time to monitor the impact of a non-regulatory implementation approach.

Disadvantages

- Compliance not mandatory - cannot decline a resource consent on the basis of non-compliance with the guide design elements or principles.
- Does not provide certainty to the Council or community that developments have to include the design guide concepts within housing developments.
- Relies on a strong communication and promotion plan to ensure designers, developers and landowners are aware of the design guide and the benefits of using the key design elements or concepts.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāiane

5.2 Do not adopt the Residential Intensification Design Guide

Advantages

- No costs of implementation.

Disadvantages

- Little or no impact on the design outcomes for residential development.
- Lost opportunity to encourage the inclusion of good design concepts in developments.
- Lost opportunity to encourage well-designed residential intensification and implement the Council's Medium Density Strategy.

Option Three – Alternative Option

5.3 Adopt the Residential Intensification Design Guide and instruct officers to include it as part of the District Plan

Advantages

- Provides certainty that specified activities need to comply with the design guide key design elements and include these in their housing layout and designs.
- Potential to decline resource consent applications that do not meet the design guide concepts.
- Design Guide concepts may be more visible (or more known) within the District Plan as a mandatory requirement.

Disadvantages

- Requires a Plan Change Process to implement - time and cost to implement a plan change to include the design guide concepts within the District Plan.
- Difficult and costly to update the design guide – as a plan change is required to make any changes to the District Plan.
- Only applies to specified activities that require resource consent under the District Plan rules.
- For some activities under the District Plan additional assessment and reporting will be required to include evaluation of the design guide concepts which has the potential to add time and cost to the consenting process.

6.0 Next steps – *Te Anga Whakamua*

- 6.1 Council officers are currently working on a Communications and Engagement Plan as part of the public launch of the design guide. It is proposed to officially launch the guide in February 2021 to avoid the holiday period.
- 6.2 It is intended that the recommendations of this Subcommittee along with the details of the Communications and Engagement Plan will be provided to Strategy and Policy Committee of Council for adoption at the meeting on 19 November 2020.

Attachments:

- 1 [↓](#) Residential Intensification Design Guide - Final - 15 PRJ19-203-0090
October 2020

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the social, environmental and cultural wellbeing of communities in the present and for the future.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

The residential intensification design guide has the potential to impact the design of housing and housing developments. Its intent is to raise the bar and improve the design and layout of housing developments and thereby create quality residential environments for our community. As part of the 12 month monitoring process, discussions with Maori housing partners such as Te Tai Whenua, and the Heretaunga Tamatea Settlement Trust will form part of the review of the guide in order to recommend the best method of implementation.

Sustainability - *Te Toitūtanga*

The design guide promotes Councils objectives in terms of sustainability as it includes an overarching principle of sustainability – *'To create developments which minimise their environmental footprint'*. Specifically this principle promotes the concepts of minimising construction waste, maximising passive energy and solar heating options, sourcing sustainable materials and encourages rainwater harvesting and re-use.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

The budget to produce the design guide was \$30,000. This budget has now been exhausted. Provision will need to be made for communications, marketing and engagement processes to launch the guide and enable as many people as possible to have access to the guide. However, this work should all be able to be carried out in house by Council staff.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of low significance.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Both internal and external consultation has occurred in the development of the Residential Intensification Design Guide. Workshops have been held with Council staff and Councillors. Several developers have also been consulted and have commented on the guide. The feedback received from these groups has been incorporated into the guide. There will be further opportunities for developers

and the public to comment on the design guide as part of the recommended 12 month review and monitoring process to assess the best method of implementing the design guide. Currently staff are preparing a communications and engagement plan to assist with the launch of the guide in February 2021. It is intended that the design guide will be translated into a more interactive web page format following this launch.

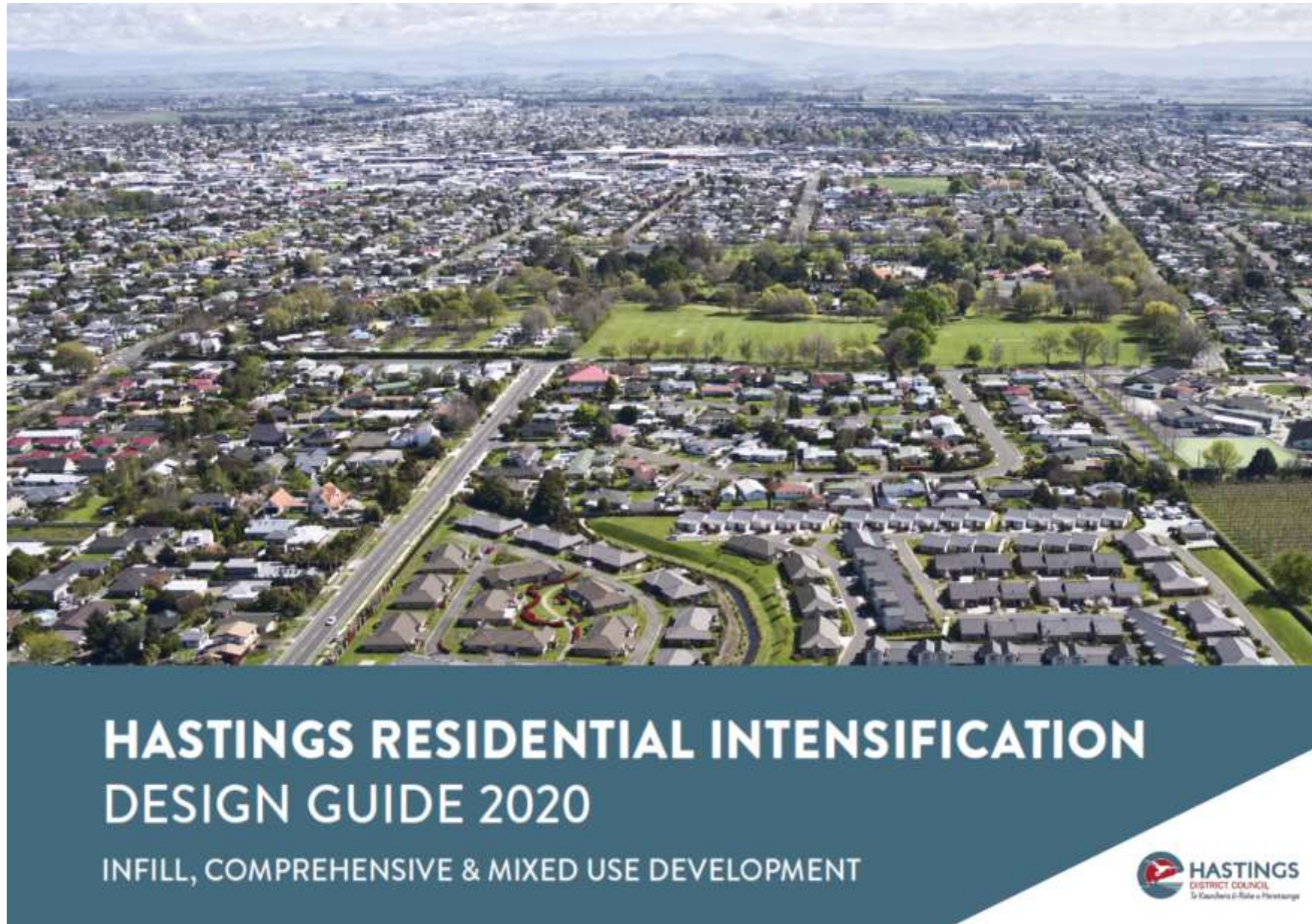
Risks

Opportunity: To fulfil one strand of the Council's Medium Density Housing Strategy by implementing a residential intensification design guide that encourages sustainable, well-designed housing developments that build a sense of community, use land efficiently (protecting productive land) and create high amenity residential environments for our community.

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>By implementing the design guide, improvements in the design outcomes of housing developments will contribute to better quality residential environments for our community.</p> <p>By implementing the design guide, the Council will encourage, identify and promote maximising the use of existing urban land, which would reduce the future need to extend development out onto the fertile productive plains land that surrounds the city.</p>	<p>Financial Risk – there is considered to be a low financial risk of implementing the design guide as all the work involved will be carried out by Council staff and any pre-application advice given regarding how potential development proposals marry up with the design guide principles will be offered free of charge.</p> <p>Political Risk – if a regulatory approach is considered the most appropriate method of implementing the design guide then there is a potential moderate to high risk of resistance. The development community may see this as adding to development costs which would be a disincentive to this type of development and could potentially slow the uptake of more intensive residential development within the central city and inner suburbs. Such a reaction could have implications for meeting the 2045 HPUDS targets in terms of intensification.</p> <p>Political Risk – if a non-regulatory approach is taken there is a potential moderate risk of the guide having minimal effect on the quality and amenity of housing developments. The implementation of the design guide and incorporation of the design concepts into development proposals is reliant on good will and a communication and engagement strategy that promotes a positive and collaborative relationship between property developers and Council.</p>

Rural Community Board – *Te Poari Tuawhenua-ā-Hapori*

The Design Guide covers housing development across the whole district but is more relevant for development on urban land.



HASTINGS RESIDENTIAL INTENSIFICATION DESIGN GUIDE 2020

INFILL, COMPREHENSIVE & MIXED USE DEVELOPMENT





Cover photo by Peter Scott, <http://www.abovehawkesbay.co.nz/>



OUR MAYOR'S MESSAGE

Hastings is a great place to live with its stunning natural environment, iconic hospitality, boutique retailers and world-renowned growers.

Our district's attractive lifestyle means there is also a growing demand for more housing and providing sufficient safe, warm and healthy homes for our people is a major priority for our Council. We need different housing solutions to carefully manage our housing needs while still protecting our productive land.

Our district has a strong economy based around our primary sector which relies on our beautiful fertile plains. Our productive soils are intrinsically linked to our district's identity as the fruit bowl of New Zealand – we are the largest apple, pear and stone fruit producing areas in New Zealand. We want to support our thriving primary sector and our council is committed to protecting our fertile soils for our food producers and future food production.

Balancing the huge demand for housing and the need to protect our productive plains means our council is thinking differently about where people are going to live in the medium and long term. We need to be innovative with our housing solutions and we look forward to working together with our developers on well-designed projects that provide sufficient healthy homes for our people.

A handwritten signature in black ink, which appears to read 'Sandra Hazlehurst'.

Sandra Hazlehurst
Mayor
Koromātua
Te Kaunihera-ā-rohe o Heretaunga



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1.1

INTRODUCTION

Hastings city is surrounded by highly productive land that forms the backbone of our regional economy. There is a constant and growing demand for houses. Residential intensification is a means to provide for housing growth and ensures that our land is used efficiently. This means that development opportunities can be maximised and the spread of urban development onto the productive Heretaunga Plains can be minimised.

Today's lifestyles mean that our homes not only need to provide a safe and comfortable living environment but they also need to be multi-functional spaces that provide flexibility to adapt to different owners' requirements over time. Our lifestyles have evolved and will continue to keep on changing. The way we live now is different to how our parents and grandparents grew up.

The move towards more compact housing types requires a cultural shift from what we have known and what developers and housing companies are used to providing in Hastings. Reducing the size of our homes and the land on which they sit means that cost savings achieved can be put into quality materials and innovative design, creating a new character within our neighbourhoods and making our homes function better and more efficiently. Clever site and building design are the key ingredients in achieving high quality sustainable compact housing options that meet the needs of our community.

When designing or building housing developments think more broadly about the outcomes that can be achieved rather than just increasing housing numbers. Developers and the design of housing developments play an important role in building strong communities.



Invest in good design and it will sell

Design for our lifestyle and who we are

More intensive housing provides financial and time freedom



Photo courtesy of Brian Culy

PURPOSE AND PRINCIPLES

SECTION 1

1.2

VISION

OUR VISION IS TO HAVE WELL-DESIGNED AND SUSTAINABLE HOUSING DEVELOPMENTS THAT BUILD A SENSE OF COMMUNITY, USE LAND EFFICIENTLY AND PROTECT OUR PRODUCTIVE LAND FOR FUTURE GENERATIONS.

WE WANT TO ENCOURAGE HOUSING PROVIDERS IN OUR DISTRICT TO MARRY GOOD DESIGN WITH A VARIETY OF RESIDENTIAL INTENSIFICATION TYPES TO CREATE HIGH QUALITY, HIGH AMENITY HOUSING OPTIONS AT A RANGE OF PRICE POINTS FOR OUR COMMUNITY.

POTENTIAL DEVELOPMENT OPPORTUNITIES

SPECIAL CHARACTER AREA

FITZROY DEVELOPMENT (EXISTING DEVELOPMENT)

5 UNIT DEVELOPMENT

9 UNIT DEVELOPMENT

MAYFAIR SHOPS

FRIMLEY SHOPS

KEY SUBURBAN COMMERCIAL DEVELOPMENT OPPORTUNITIES

- A Mahora shops.
- B Sylvan Road / Heretaunga Street East shops
- C Lumsden Road / Windsor Avenue shops

4 UNIT DEVELOPMENT

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<Trim File No. 20/808>

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1.3

PURPOSE AND OBJECTIVES

THIS DESIGN GUIDE IS HERE TO HELP WITH IDEAS, OPPORTUNITIES AND TIPS TO ACHIEVE GOOD QUALITY INTENSIVE RESIDENTIAL DEVELOPMENT WHEN EMBARKING ON A PROJECT THAT INVOLVES ONE OR MORE SITES AND ONE OR MORE HOUSES.

The Design Guide sits alongside the Hastings District Plan to promote good design and achieve high-quality, high-amenity residential development. The design guide applies to residential development in any zone including any future new zones.

OBJECTIVES:

- A** Encourage quality compact housing options
- B** Encourage maximising site yield
- C** Encourage the construction of two storey houses
- D** Inspire well-designed intensive housing development
- E** Inspire designs for comfortable, safe, and practical living solutions
- F** Be a practical tool for builders, designers and developers that provides solutions for common challenges with development on smaller sites
- G** Demonstrate how development proposals will align with the District Plan to enable a smoother resource consent process



3

Hastings District Council | Hastings Residential Intensification Design Guide 2020

1.4

BACKGROUND TO GROWTH MANAGEMENT IN HASTINGS

GROWTH - THE BIG PICTURE AND COMPACT DEVELOPMENT

Heretaunga Plains Urban Development Strategy (HPUDS)

This strategy provides the big picture for long term growth of Hastings to 2045. It was adopted by Hastings District Council, Hawke's Bay Regional Council and Napier City Council in 2010 and updated in 2017.

HPUDS recognises that the Heretaunga Plains land is high value and resource rich with great soils and aquifer fed water resources. These natural resources are finite and under increasing pressure and need to be well managed to ensure they are here for us today and are needed for the next generations of our community. The strategy has adopted a 'compact development' basis to future growth that have clearly defined limits.

HPUDS promotes moving to a more compact urban form with an increasing proportion of residential growth accommodated through intensification by redevelopment within existing residential areas.



By 2045 development is expected to transition to:
60% intensification
35% greenfield
5% rural

To achieve this, the Council has adopted a Medium Density Strategy which calls for a more intensive level of development. The Medium Density Strategy identifies which parts of the urban area are more suited to more intensive development and these are depicted in the

district plan. The District Plan identifies areas where more intensive housing density can occur both within newly zoned areas (greenfield) and within our existing urban areas (intensification). This Design Guide plays a crucial role in ensuring

that when designing and building this more intensive type of housing, suitable thought is given to the look and layout of the development.



1.6

KEY ELEMENTS OF GOOD RESIDENTIAL DESIGN

KEY ELEMENTS OF GOOD RESIDENTIAL DESIGN

In addition to the design principles, here are eleven key design elements that translate good urban design into your project. These elements are the practical application of the design principles. Illustrative and photographic examples of these key design elements are referred to throughout the design guide. These will be shown as referenced below in the images in Section 2 and in the development scenarios in Section 3.

KEY DESIGN ELEMENTS ADDRESSED IN THIS DESIGN GUIDE ARE:

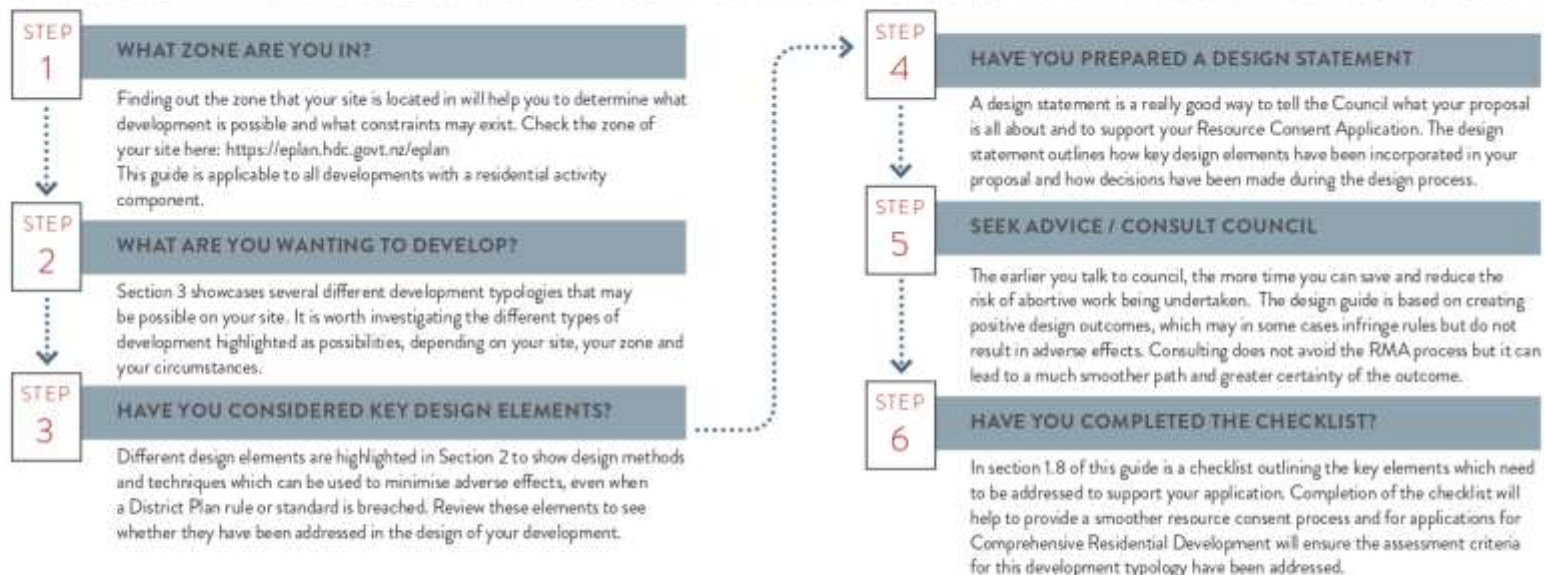
- 2.1 House Types, Sizes and Adaptability
- 2.2 Entrances, Detailing and Colour
- 2.3 Building Height, Dominance and Sunlight
- 2.4 Connections to Open Space
- 2.5 Landscape Design
- 2.6 Private and Safe Environments
- 2.7 Outdoor Living Space
- 2.8 Parking and Manoeuvring
- 2.9 Waste and Service Areas
- 2.10 Site Coverage and Low Impact Design
- 2.11 Building Materials and Environmental Sustainability



1.7

HOW TO USE THIS GUIDE AND TIPS

THIS GUIDE PROVIDES A STEP BY STEP PROCESS FOR YOUR PROJECT, SHOWN IN THE FLOW DIAGRAM BELOW.



TIPS ON USING THIS GUIDE



OBJECTIVES AND POLICIES

Start by finding out the zoning of the property and familiarise yourself with the District Plan rules and assessment criteria which apply to your property when determining the type of



residential or mixed-use development you wish to undertake. If it needs a resource consent also familiarise yourself with the objectives and policies of the Zone because they tell the story



behind the reasons for having the rules. This and the design guide can help you to plan your project. You can always talk to the Duty Planner for help. Where there is a difference between the District Plan and the design guide, the District Plan takes precedence. Some other useful and related guides/documents are:

- The Hastings Subdivision and Infrastructure Design Guide
- Hastings District Council Engineering Code of Practice
- Hastings CBD Architectural Heritage Design Guide
- Hawkes Bay Regional Council Waterway Design Guidelines

The types of housing development shown are a mix of permitted, restricted discretionary and discretionary activities, but all show methods of how a development can be undertaken to achieve positive urban design outcomes. Some of the examples demonstrate breaches of current district plan rules. These would require resource consent, but the layout and designs, which are based on good design show how the effects of the breaches can be mitigated.

The following checklist is here to assist you to work through your design process.

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1.8

THE DESIGN CHECKLIST

DESIGN CHECKLIST

	ASPECT	DESIGN QUESTION	ADDRESSED	NOTES
1.1	ZONE	What zone is your property(ies) in? (https://eplan.hdc.govt.nz/eplan to check the zoning of your site)		
1.2	DEVELOPMENT TYPOLOGY (see section 3)	What are you wanting to develop?		
2.1	HOUSE TYPES, SIZES AND ADAPTABILITY	Does the development provide diversity in dwelling type or unit size, appropriate for its scale and location?		
2.2	ENTRANCES, DETAILING AND COLOUR	Do the majority of dwellings in the development front or face the street? Is the entrance(s) to buildings clearly visible with car parking secondary to building form and pedestrian facilities?		
2.3	BUILDING HEIGHT, DOMINANCE, AND SUNLIGHT	If additional height is required, does it affect neighbouring properties? How are bulk, dominance or blank walls addressed in the design?		
2.4	CONNECTIONS TO OPEN SPACE	Does the design allow for physical or visual permeability with adjoining public spaces?		
2.5	LANDSCAPE DESIGN	Does the landscape treatment include suitably sized trees (right plant, right place) or retain existing vegetation where possible? Is the landscape design proposed appropriate for its function? Do landscape materials and planting contribute positively to a development without causing high maintenance requirements?		
2.6	PRIVATE AND SAFE ENVIRONMENTS	Has the placement of windows or first floor balconies compromised the privacy of a neighbouring property?		
2.7	OUTDOOR LIVING SPACE	Has sufficient, sunny and accessible outdoor living space been provided for residents?		
2.8	PARKING AND MANOEUVRING	Are entrances and communal spaces visible and accessible to all? Do garages or car parking dominate or are they set back from the dwelling facade or located to the rear of the site?		
2.9	WASTE AND SERVICE AREAS	Has screened (from the street or outdoor living space) provision been made for storage, waste and service areas?		
2.10	SITE COVERAGE AND LOW IMPACT DESIGN	Has the development incorporated low impact techniques to reduce peak stormwater runoff?		
2.11	BUILDING MATERIALS AND ENVIRONMENTAL SUSTAINABILITY	Will the choice of materials create ongoing maintenance issues or is the building designed to maximise solar gain in winter or shade in summer? Do the variety of materials used create interest and help to distinguish between dwellings?		
3	DESIGN STATEMENT	Have you prepared a design statement to support your proposal and outlined your reasons for making certain design decisions?		
4	OTHER PLANS/ DOCUMENTS	Check your proposal against the Engineering Code of Practice, the Hastings Subdivision and Infrastructure Design Guide, HBRC Regional Plan Provisions and Waterways Guidelines.		

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1.9

CRD ASSESSMENT CRITERIA

COMPREHENSIVE RESIDENTIAL DEVELOPMENT (CRD) ASSESSMENT CRITERIA

The purpose of the design guide is to encourage the inclusion of the design elements (outlined in section 1.6) within development proposals.

Housing developments with three or more houses are called Comprehensive Residential Developments. You will see this in the Hastings District Plan.

In Residential and Suburban Commercial zones, Comprehensive Residential Developments will be assessed against the matters outlined in the adjacent table.

To assist with designing your comprehensive residential development, the key design elements have been linked to the equivalent assessment criteria and in some cases multiple criterion.

If you develop your design with the guidance outlined in the key design elements it should ensure the desired outcomes of the assessment criteria will be met.

Sections 2 and 3 of this guide aims to demonstrate practical examples of how the assessment criterion can be met by using the ideas set out within each specific key design element.

CRD ASSESSMENT CRITERIA

SITE CONTEXT

Whether the development will integrate into the existing local context.

STREETSCAPE AMENITY

Whether the development makes a positive contribution to the public streetscape

RELATIONSHIP OF DEVELOPMENT TO THE PARENT SITE

Whether the development is designed to enable safe and practical car parking and access. Whether the proposed buildings are sited within the parent site to create privacy and space between units. Whether stormwater runoff will be appropriately managed. Development should consider the practical and/or discreet location of service facilities.

BUILDING FORM, PERFORMANCE, APPEARANCE

Whether the architectural style, form and aesthetics of the development positively contributes to neighbouring buildings, sites and the surrounding area. Whether sustainable construction methods and low maintenance materials are proposed.

VISUAL QUALITY

Whether the development contributes to the visual quality of the site and neighbourhood through a variety of colours, materials and exterior cladding finishes, complemented by appropriate landscaping, and boundary treatments.

INTERNAL CONFIGURATION

Whether the internal arrangement of spaces within dwellings is functional, flexible, ensures privacy and creates an indoor-outdoor flow that maximises existing site attributes such as access to sunlight, views and outlook.

ON-SITE CAR PARKING

Whether the development provides practical and safe vehicle access and car parking

ORIENTATION AND PASSIVE SOLAR ENERGY

Whether the proposed dwellings are orientated to access sufficient sunlight and daylight in both indoor and outdoor living areas and have sufficient natural ventilation. Whether the design maximises the opportunity to use passive solar energy

DESIGN GUIDE PRINCIPLE

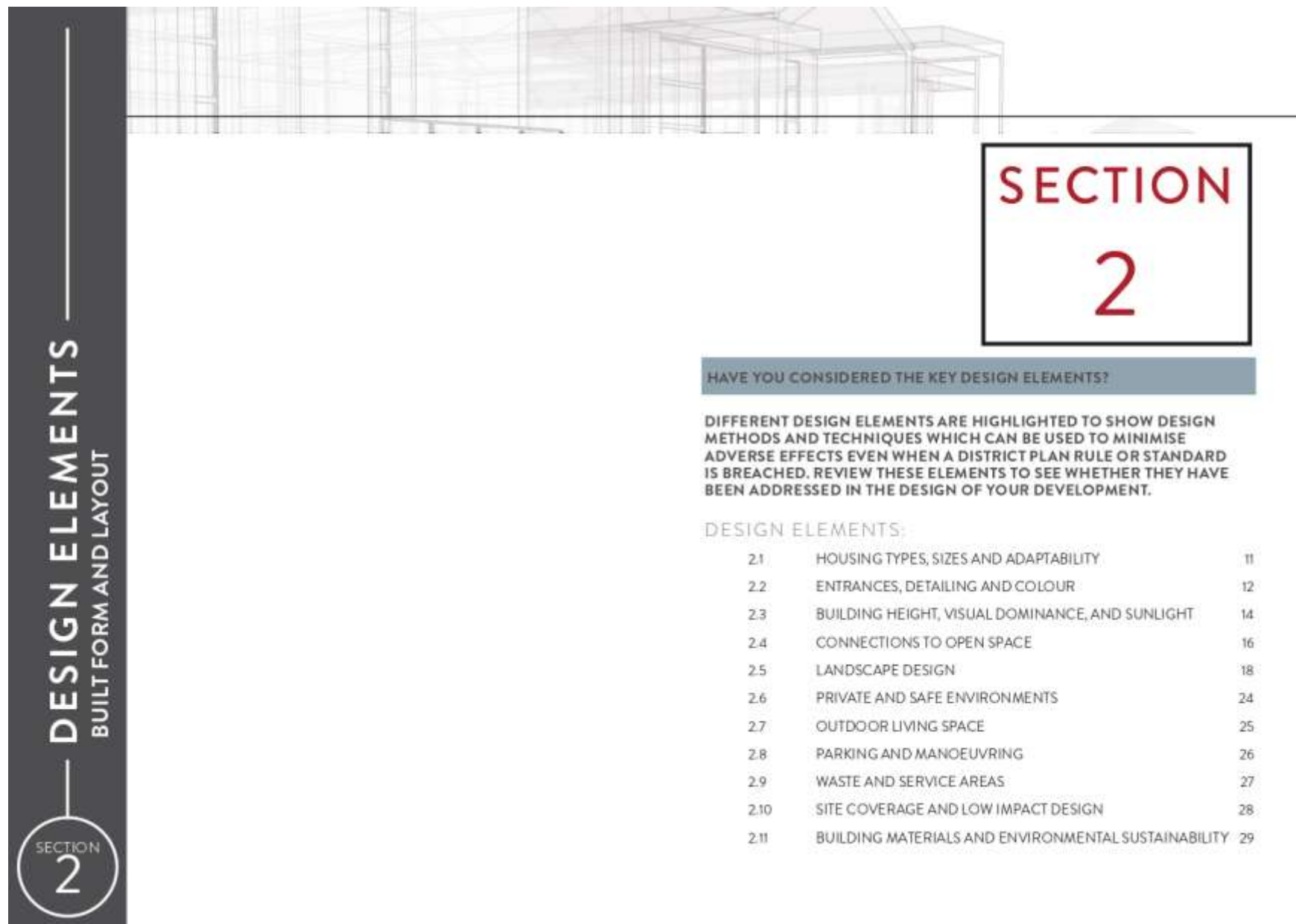


RELEVANT KEY DESIGN ELEMENT

2.1	Building height, dominance and sunlight
2.5	Landscape Design
2.7	Outdoor living space
2.2	Entrances, detailing and colour
2.3	Building height, dominance and sunlight
2.4	Connections to open space
2.6	Private and safe environments
2.8	Parking and Manoeuvring
2.2	Entrances, detailing and colour
2.5	Landscape Design
2.6	Private and safe environments
2.7	Outdoor living space
2.8	Parking and Manoeuvring
2.9	Waste and service areas
2.10	Site coverage and low impact design
2.1	House types, sizes and adaptability
2.3	Building height, dominance and sunlight
2.10	Site coverage and low impact design
2.11	Building materials and environmental sustainability
2.1	House types, sizes and adaptability
2.2	Entrances, detailing and colour
2.4	Connections to open space
2.5	Landscape Design
2.6	Private and safe environments
2.8	Parking and Manoeuvring
2.11	Building materials and environmental sustainability
2.1	House types, sizes and adaptability
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2.3	Building height, dominance and sunlight
2.7	Outdoor living space
2.11	Building materials and environmental sustainability

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2.1

HOUSING TYPES, SIZES AND ADAPTABILITY

HOUSING TYPES AND SIZES WHICH CATER TO A LARGE SEGMENT OF THE POPULATION IS ENCOURAGED AS IT CREATES A DEVELOPMENT THAT APPEALS TO A WIDE RANGE OF PEOPLE.

Not everyone wants the same number of bedrooms or lot size or garden size.

Design adaptable buildings that are able to meet any future demands or requirements, or are able to be used in different ways for different users.

WORKS WELL
The buildings need to be functional. A diversity of housing types to suit different age groups / lifestyles, with flexible floor plans and a well designed site layout.

LOOKS GOOD
The buildings need to be attractive to the buyer. Buildings should be designed to fit in with their location. Individuality, setbacks, glazing, building facade treatment and landscaping should be considered to ensure they complement the location.

FITS WELL
The buildings need to relate to the street and complement development on neighbouring properties.

FEELS GOOD
Buildings need to provide high quality living environments with flexible spaces that receive sufficient sunlight, are private, energy efficient and easy to maintain.

Housing diversity in a development can contribute positively to its character and functionality. All of the images below and to the right show different house typologies which will cater to the needs of different people.

1. Narrow terrace housing is an efficient land use development type.
2. Older housing stock still has value within infill development.
3. Duplex housing also uses land efficiently particularly where 1½ or two storey dwellings are utilised.
4. Standalone housing is still highly desirable but should be balanced with other typologies to provide variation.
5. Low-rise apartments particularly on corner sites and in proximity to suburban shopping centres work well.
6. Two-storey townhouses provide more space both indoors and out on smaller section sizes.








2.2

ENTRANCES, DETAILING AND COLOUR

CREATE BUILDINGS WHICH POSITIVELY ADDRESS THE STREET, PROVIDING A HIGH LEVEL OF LEGIBILITY AND VISUAL INTEREST WHILE AVOIDING BLANK WALLS OR FAÇADES.

In all residential developments, but particularly with higher density development, there is a risk that as buildings get bigger they lack detailing at the human scale making it difficult for residents to relate to, or impose adversely on the receiving streetscape. This can be prevented by using a number of simple design measures.



CONNECTS WELL

The buildings should create a positive contribution to the public streetscape. Have as many houses as possible facing the street.



WORKS WELL

Shared vehicle entrances are encouraged and parking located at the rear of the building or setback from the front face of the building. One vehicle crossing provides a safer pedestrian environment.



LOOKS GOOD

Buildings should have clearly definable entrances, designed and articulated to provide a sense of individuality. Variation in detailing is encouraged to break up the 'bulk' of higher density developments. Colour makes a big impact on the success of the development. Variation in colour helps to improve legibility and create interest.



SUSTAINABILITY

Clearly defined and accessible entrances promote walking. Detailing and material selection can influence the sustainability of a development.

RELEVANT DISTRICT PLAN PROVISIONS:

- Building Setbacks
- Relationship of Garages and Accessory Buildings to Dwellings
- CRD Specific Standards
- Relationship of Building to Street

Entrance detailing is an important aspect of legibility and design, and an easy way to add value to a development.

Providing a sidelight adjacent to the front door is a small detail but allows for natural surveillance over the street and a strong visual connection between the dwelling and the street.

1. A glass front door or sidelights provide views over the entrance without compromising privacy.
2. A clear direct path to the front door.
3. A separate pedestrian path (from vehicles) improves accessibility and makes it easy for visitors to find their way.
4. An open, well-landscaped frontage has a positive relationship with the street.





2.3

BUILDING HEIGHT, VISUAL DOMINANCE, AND SUNLIGHT

VARIED BUILDING HEIGHT AND MODULATED FRONTAGES CREATE VISUAL INTEREST WITHOUT RESULTING IN ADVERSE EFFECTS DUE TO SHADING OR VISUAL DOMINANCE.

The height and modulation of a building plays an important role in the overall appearance and function of a street or neighbourhood.



LOOKS GOOD

Each zone has standards for the maximum building height, all of which are within the District Plan. If any additional height is desired that does not meet standards, the following key design aspects should be considered, including: building design, roof form, building dominance, sunlight access to neighbouring properties and public spaces (including roads), privacy for occupants and neighbours, and effects on public views.



FITS WELL

Maintaining overall consistency between building heights contributes to the character and overall feel of a street while variation in form, in particular roof form, can provide the variation necessary to create an interesting street scene or create a focal point.



FEELS GOOD

Recession planes are a control to ensure neighbouring properties are not adversely affected in terms of loss of sunlight and/or privacy by a development while allowing for development and intensification to occur in residential areas. There may be a degree of change which occurs from the existing

environment but at a level where change is considered to be acceptable. There are several methods which can be implemented to minimise adverse effects on shading including modulating the building form, setting buildings back from the boundary, or avoiding long, blank walls.



FEELS GOOD

Access to direct sunlight in outdoor living areas and internal living areas is important to the health and well-being of residents.

RELEVANT DISTRICT PLAN PROVISIONS:

- Building Height
- Height in Relation to Boundary
- CRD specific standards
- Building Size and Scale
- Building bulk

Additional height can be added to buildings in order to create visually interesting roof forms and detailing. Roof forms should add variation to the surrounding development / streetscape. Roof form is varied with added detailing, glazing and changes in materials. Materials are recessive in colour to avoid visual dominance.

1. Stepping the first floor back from the boundary can assist with softening the transition between old and new.
2. Corner sites provide an opportunity to create local landmarks without adversely shading adjoining properties.
3. A different treatment to the top floor provides interest and variation.
4. Varied roof profiles reduce the perceived mass of buildings.
5. The lack in variation creates a visually dominant development.
6. Visual interest is created through building modulation and varying roof line.





AVOID ADVERSE EFFECTS OF SHADING AND BLANK WALLS ON THE AMENITY OF ADJOINING PROPERTIES / STREETScape.

FITS WELL
The design and treatment of 'end walls' should avoid large blank walls which give the appearance that a development is unfinished and does not take account of its setting.

FEELS GOOD
The amount of sunlight received by each unit is central to the 'feels good' principle and designs should endeavor to create north facing outdoor living spaces as a preference, followed by west then east facing areas.

RELEVANT DISTRICT PLAN PROVISIONS:
Shading Standards
- Maximum Building Height
- Height in Relation to Boundary
- Sunlight Admission to Streets
Blank Walls: Commercial Zone Standards
- Active Retail Frontage
- Building Frontage Treatment
CRD Specific Standards
- Parent Site Area and Shape
- Parent Site Area and Position



A key requirement is for developments to respond and interact positively with the street unlike the image above. Modulation, variation and visual interest are all aspects of good designs.



Large blank walls should be avoided at the end of a row to avoid visual dominance. Blank walls do not provide passive surveillance or an active amenity to the streetscape.



The use of windows and openings as well as a variety of cladding materials provides design relief to the long façade of this building and ensures the building contributes positively to the streetscape.

SITE AND BUILDING ORIENTATION

The orientation of a site, its length of street frontage and shape all determine the layout of a development. Sometimes a site's orientation does not provide for the most optimal private outdoor living space. Where a street runs east-west, development sites located on the southern side require more careful consideration of dwelling type and design, as the sunniest spots may be in the front or side yard rather than a rear yard.

Outdoor living spaces located in front yards need to be carefully designed to provide privacy while also enabling passive surveillance over the street (i.e. windows overlooking the street).

The example to the right shows the different amounts of annual sunshine hours each two-storey unit in a 6-unit development receives using a SketchUp plug-in called 'Sun Hours'. This demonstrates the amount of sunshine each outdoor living space would receive in the development, enabling more detailed consideration of the appropriate dwelling types, their design and internal configuration in the early design phase of the development.

This tool would also be helpful to Council staff as part of their assessment of any resource consent application.



STREET FRONTAGE

Shadiest Area
Moderate Sun
Sunniest Area

Outdoor living space for units 1 and 6 receive full sun but require additional design elements to provide privacy

Outdoor living space for units 2 and 5 is shaded by units 1-6

Outdoor living space for units 3 and 4 are south facing reducing their usefulness in winter.

2.4

CONNECTIONS TO OPEN SPACE

CREATE PUBLIC AND COMMUNAL OPEN SPACES WHICH PROVIDE ADDITIONAL AMENITY TO RESIDENTS PROMOTING COLLABORATION, CUSTODIANSHIP AND TO MAXIMISE CONNECTIONS.

Public and communal open space, if well-designed, can add significant benefits and value to a residential development. When not considered to be 'left over' space, open space can provide an opportunity to enhance the character of a site and helps neighbourhoods to absorb additional density.



CONNECTS WELL

Often the best designed spaces are those which integrate well with adjoining dwellings and have a high level of natural surveillance from private living areas. The spaces are highly accessible and can be a real focal point in a development to build a sense of community between residents. Accessibility and connections are very important to the success of a space, ideally with multiple entry / exit points.



FITS WELL

Communal open spaces should allow a high degree of choice and flexibility for both passive and active recreation (depending on their scale) while recognising the needs of the residents / local community.



LOOKS GOOD

Where privacy is required trees and hedging can be used instead of solid fencing, or possibly a combination of the two.

RELEVANT DISTRICT PLAN PROVISIONS:

- Outdoor Living Space
- CRD Specific Standards for outdoor living space include requirements for communal spaces
- CRD Specific Assessment Criteria, with specific consideration to greenfield areas, such as Brookvale and Iona, of the need for developments to face, or overlook open space reserves

While the space in photo 3 is centrally located, high solid fencing has resulted in the area appearing as a 'left-over' space with limited accessibility. In the other photos the space is easily accessible from dwellings with no fencing or open style fencing / landscaping in between the dwellings and the open space. Windows overlook the space creating a safe, usable space with a high amount of natural surveillance.

1. Shared access to a public space.
2. Permeable fencing between private and public spaces.
3. Poor relationship between houses and communal space.
4. Direct access into shared spaces.
5. Soft and porous edge between spaces.





2.5

LANDSCAPE DESIGN

CREATE HIGH QUALITY, HUMAN-SCALE, LOW MAINTENANCE SPACES WHICH ENCOURAGE RESIDENTS TO INTERACT AND BE NEIGHBOURLY.

Landscape design should enhance the quality of a space while responding appropriately to its particular function or purpose. Aspects such as safety, privacy, sunlight access and maintenance requirements also need to be considered in the overall design concept. Landscape design can include surfaces, letterboxes, seating and fencing in addition to planting.



FITS WELL

Landscaping should be designed in response to the particular development typology and site context, it should appear integrated with the building and development layout. Retain existing vegetation if possible, particularly mature trees which can provide immediate character and a sense of establishment.



WORKS WELL

Materials and planting should be low maintenance but of a quality and style which enhance the amenity of the development.



LOOKS GOOD

Detailing, material changes or different finish treatments (such as honing or saw cuts) should be used on large paved or hard stand areas to reduce their perceived visual expanse. Planting can be used to delineate property boundaries, having a softer, more aesthetically pleasing appearance than a solid timber fence.



LOOKS GOOD

Suitably sized trees should be incorporated where appropriate but particularly in the front yard area. Trees provide significant amenity and can assist with privacy issues by screening views into upper storey rooms.



FEELS GOOD

Open fencing should be used where fencing is required but privacy is not an issue. Landscaping should allow views from the house to the street and vice versa to provide passive surveillance.

RELEVANT DISTRICT PLAN PROVISIONS:

- Landscaping

Examples of how a mix of hard and soft landscape materials can provide a high level of amenity to residential developments

1. Use of planting to create privacy and define boundaries
2. Mixed materials to break up spaces
3. Existing mature tree retained through development process
4. Permeable fencing and planting
5. Tree planting of suitably sized species
6. Using level changes to create interest



TREES (MEDIUM - LARGE)

E = Exotic
N = Native



Lemonwood (tarata)
(*Pittosporum eugenioides*)



Variegated Elm
(*Ulmus carpinifolia variegata*)



Mountain Ribbonwood
(*Hoheria lyallii*)



Totara
(*Podocarpus totara*)



Kowhai
(*Sophora tetraptera* or *microphylla*)

↑
FOR LARGER SITES/ AREAS ONLY WHERE SHADING/LEAF DROP WILL NOT BE AN ISSUE
↓



Cabbage tree
(*Cordyline australis*)
(not in lawns)



Mahoe
(*melicytus ramiflorus*)



Ornamental Pear
(*Pyrus calleryana* 'Aristocrat')



Pin Oak
(*Quercus palustris*)



Chinese Lacebark Elm
(*Ulmus parvifolia*)



Titoki
(*Alectryon excelsus*)



Maple
(*Acer* spp.)



Common or Large Leaved Lime
(*Tilia europaea* or *platyphyllos*)



Miro
(*Prumnopitys ferruginea*)



Tree Fuchsia
(*Fuchsia excorticata*)



Tulip Tree
(*Liriodendron tulipifera*)



Olive
(*Olea* spp.)

SUGGESTED PLANT SPECIES

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SUGGESTED PLANT SPECIES

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TREES (SMALL)








Marble leaf (Putaputeweta) (Carpodetus serratus)
 Toothed lancewood (Pseudopanax ferox)
 Lancewood (horoeta) (Pseudopanax crassifolius)
 Boxleaf azara / Vanilla tree (Azara microphylla)
 Manuka (Leptospermum scoparium)
 Magnolia spp. (Magnolia spp.)
 Emerald Cedar (Thuja occidentalis 'Smaragd')

TREES (SMALL)

Camellia (Camellia sasanqua)
 Flowering crab apple (Malus tchonoskii)
 Flowering Cherry (Prunus spp.)
 Five Finger (Pseudopanax laetus)
 Flowering Dogwood (Cornus 'Eddies White Wonder' or Cornus florida)
 Flowering Dogwood (Cornus 'Eddies White Wonder')

SHRUBS (MEDIUM - SMALL)

Monro's daisy (Brachyglottis monroi)
 Rose (Rosa - flower carpet form)
 Rose 'Frau Dagmar Hartup' (Rosa rugosa)
 Southern Tree Daisy (Olearia arborescens)
 Pittosporum 'Golf Ball' (Pittosporum tenuifolium)
 African Lily (Dietes grandiflora)
 Silver Germander (Teucrium fruticans)

E = Exotic
 N = Native

SHRUBS (MEDIUM - SMALL)

E = Exotic
N = Native



Mexican orange blossom
(*Choisya ternata*)



Silverbush
(*Convolvulus cheorum*)



Mingimingi
(*Coprosma virens*)



Hebe
(*Hebe* spp.)



Lavender
(*Lavandula spica*)



Corokia
(*Corokia* spp.)



Oakleaf hydrangea
(*Hydrangea quercifolia*)



Marlborough rock daisy
(*Pachystegia insignis*)



Viburnum
(*Viburnum davidi*)



Shrubby tororaro, Mingimingi
(*Muehlenbeckia astoni*)



Rosemary
(*Rosmarinus prostrata*)



Indian Hawthorn
(*Raphiolepis indica*)

GROUNDCOVERS / GRASSES



Tasmanian Flax-Lily
(*Dianella 'Little Rev'*)



NZ iris
(*Libertia peregrinans*)



Creeping fuchsia
(*Fuchsia procumbens*)



Makura Sedge
(*Carex secta*)



Lomandra
(*Lomandra* spp.)



Dwarf Green Flax
(*Phormium 'Emerald Gem'*)

SUGGESTED PLANT SPECIES








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SUGGESTED PLANT SPECIES

E = Exotic
 N = Native



GROUNDCOVERS / GRASSES

					
NZ daphne (<i>Pimelea prostrata</i>)	Heartleaf burgeria (<i>Bergenia cordifolia</i>)	Bush lily (<i>Astelia fragrans</i>)	Prostrate coprosma (<i>Coprosma acerosa</i> 'Hawera')	Dwarf agapanthus (<i>Agapanthus orientalis</i>)	Libertia goldfinger (<i>Libertia ixioides</i>)
					
Silver Tussock (<i>Poa cita</i>)	Pohuehue (<i>Muehlenbeckia axillaris</i>)	Turutu (<i>Dianella nigra</i>)	Liriope (<i>Liriope muscari</i>)	Coprosma (<i>Coprosma Taiko</i>)	Snow in summer (<i>Cerastium tomentosum</i>)

CLIMBERS

		
Star Jasmine (<i>Trachelospermum jasminoides</i>)	Yellow jasmine (<i>Gelsemium sempervirens</i>)	Boston Ivy (<i>Parthenocissus tricuspidata</i>)

HEDGES

		
Portuguese laurel (<i>Prunus laurifolia</i>)	Broadleaf, Kapuka (<i>Griselinia littoralis</i>)	Box hedge (<i>Buxus sempervirens</i>)

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2.6

PRIVATE AND SAFE ENVIRONMENTS

CREATE DEVELOPMENTS WITH A HIGH LEVEL OF PRIVATE AMENITY BALANCED WITH ENSURING COMMUNAL SPACES HAVE A HIGH LEVEL OF NATURAL SURVEILLANCE.

Good developments have a successful balance of private amenity and a high level of natural surveillance over public spaces. Custodianship, collaboration and connection principles have a key role to play to ensure poorly designed developments are not created, such as where the living area of one unit looks directly into the outdoor living of another. Poor design can be mitigated through building design and modulation, site layout, landscape elements or a combination.



CONNECTS WELL

Private environments are encouraged to not detract from the amenity of the street or public open space they may be adjacent to. They can be designed to incorporate natural passive surveillance with views looking out over adjacent public spaces.



WORKS WELL

Private spaces are created through the way residential units are laid out on a site. The provision of space between buildings and private areas are encouraged within developments. Existing dwellings should be considered where necessary.



FITS WELL

Careful consideration of the unit layout on the site will ensure neighbouring properties do not overlook neighbouring private spaces. This can

also be mitigated through orientation of habitable spaces as well as window placement and style (long, high windows for example) to restrict views.



LOOKS GOOD

Private spaces should be designed with boundary treatments in mind. Landscaping can enhance the visual amenity of the built edge and screen private space from the streetscape.



FEELS GOOD

Private and safe environments to be designed to increase functionality within developments. Defining a private from a public space can be achieved through a mix of solid and visually permeable materials.

RELEVANT DISTRICT PLAN PROVISIONS:

- Fences
- Landscaping
- CRD Specific Standards
- Relationship to the Street
- Commercial Zones: On-site Privacy and Outlook

Windows are oriented to the street rather than toward adjacent properties to provide increased natural surveillance over the street and to maintain privacy between dwellings. A mix of solid and visually permeable materials provides a balance between privacy and natural surveillance over public spaces.

1. Public path overlooked by adjacent houses
2. Low hedging allowing views over the street while defining property boundaries.
3. Minimising front fencing
4. Front doors fronting a reserve
5. A mix of permeable and solid fencing



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FENCING

FENCING CAN UNNECESSARILY ADD COST TO A DEVELOPMENT WITHOUT PROVIDING BENEFITS

The height and permeability of a fence plays a significant role in the amenity and character of the streetscape. Sometimes, but not always, privacy is required where outdoor living spaces are orientated to the north but also in the front yard. It is possible through good design to have a balance of privacy and passive surveillance between the residence and the public street.

These effects can be mitigated through the use of visually permeable fencing along a road front, maintaining a high level of connection with the street. Try to minimise the amount of fencing used where possible in the front yard and internally within multi-unit developments. Fences are barriers to building a strong sense of community in a development or neighbourhood. Refer to 3.2 Entrances and Detailing for further design advice.

RELEVANT DISTRICT PLAN PROVISIONS:

- Fences
- CRD specific standards
- Relationship of Building to Street



Fencing can have a significant adverse effect on the character of a street and provide a 'canvas' for graffiti. Open style fencing or open frontage are a preferred option. Try to restrict fencing to where it is necessary rather than providing it everywhere.

Encouraged fencing design for sites that front onto a local road. Front yards are to be fenced with a permeable fence design of 1.5m maximum height.

This diagram represents open style timber fencing at 1.5m in height.



Fences constructed up to 1.8m in height are to have a minimum of 300mm on the top portion of the fence with the ability to see through in the manner of but not limited to picket or trellis style.

This diagram shows a 1.8m high fence with the top 600mm being visually permeable. Acceptable on sites that front a Local, Collector or Arterial road.



Living open edge treatments to the development boundary provides for a high amenity streetscape whilst keeping passive surveillance present with low hedging / planting heights.

This diagram shows hedging up to 1.2m in height. This is encouraged for Fences within the character residential zone.



2.7

OUTDOOR LIVING SPACE

PROVIDE OUTDOOR LIVING SPACES THAT ARE ACCESSIBLE AND ALLOW RESIDENTS TO RELAX OUTSIDE

All dwellings should have access to an outdoor living space that is ideally directly accessible from the indoor living areas.

LOOKS GOOD
Outdoor living spaces should consider the context of neighbouring outdoor living areas and where the neighbouring buildings are located. Outdoor living areas can be in a several forms - balconies, rooftop gardens, ground level back or front yards.

WORKS WELL
Is there a yard adjacent to any public open space or other public land or walkways? Consider having a gate to connect the private with public outdoor space.

A sense of spaciousness in the living space should be maximised. Creating one larger outdoor living area rather than multiple small outdoor areas is preferable. Try to avoid creating small narrow spaces. Consider alternative types of living arrangements, eg, a small apartment is low maintenance and should have a smaller, easily maintained outdoor living area.

FEELS GOOD
Outdoor living areas are best oriented to have sufficient sunlight year round.

Ideally there will be 'indoor-outdoor' flow from main indoor living areas.

RELEVANT DISTRICT PLAN PROVISIONS:

- Outdoor Living Space
- Supplementary Residential Buildings
- Commercial Zones
- Above Ground Floor Residential Activities

The most desirable option is to provide direct access and large glazing to allow free movement between indoors and out. The size and nature of the space will depend on the type of development and its proximity to other amenities. Units on the end of a block can be designed to provide additional value and amenity for residents and often provide a premium to developers due to having extra outside space and additional windows providing more light and sunshine into interior spaces. To offset the reduced opportunities for windows within middle units of a terrace or block, use solar tubes, skylights, light wells or glass roof structures to provide additional light and sun.

1. Terrace house with a deck overlooking a public open space
2. A compact private open space with a raised vegetable garden and lawn adjacent to an open space reserve
3. Apartments overlooking communal courtyards and gardens
4. A small private courtyard with direct access from a living room
5. Open space adjacent to public open space













2.8

PARKING AND MANOEUVRING

TO CREATE A HIGH AMENITY STREETScape WITH HIGH LEVELS OF ACCESSIBILITY FOR ALL MODES WHILE MINIMISING THE VISUAL EFFECT OF VEHICLES AND GARAGING.

Providing for car parking and vehicle access often plays a significant role in the design process at the expense of other attributes. A preferred design solution is for vehicle movements and parking to play a secondary role to pedestrian movements and streetscape amenity.



CONNECTS WELL

Ideally car parking should be located at the rear of a site or via a laneway where vehicle access can be shared to reduce potential conflict points with the street creating a safer pedestrian environment. If car parking is at the front of the site, it should not be a predominant feature of the site frontage. Single width, stacked car parking is preferable. Under-croft or underground car parking options should be explored where higher densities or apartment complexes are proposed. Consider shared car parking areas where site/design constraints prevail as an alternative to individual parking per residential unit.



WORKS WELL

On site car parking is encouraged as it is a practical and safe solution for residents. Separate access provision for pedestrians and cyclists provides a safer environment for these modes. In larger developments, suitable access for service and emergency vehicles should also be ensured.



FITS WELL

In determining development layout and how access and parking will be provided for on site, place a priority on maximising the number of units fronting the street and the need to provide north facing outdoor living spaces. With increased density also comes the need for more efficient land use, including more creative responses to on-site parking.



LOOKS GOOD

Where possible parking or garages should be setback from the front facade of the building allowing for a higher amenity street frontage that is attractive to the public streetscape.

Moving car parking to the rear of a site/development, providing communal parking facilities to minimise vehicle crossings or simply providing a separate pedestrian path all improve accessibility.

Communal parking at the rear allows buildings to front the street and minimises manoeuvring space for multi unit developments.

1. Front entrances are easily accessed from the street.
2. Front entrances provide adequate space for pedestrians and vehicles.
3. Undercroft parking is setback from the street and separated from pedestrian entrances.
4. Rear lanes move garaging away from the main frontage and improve pedestrian accessibility along the footpath.
5. A separate pedestrian path is provided to the front door ensuring access at all times.



SUSTAINABILITY

Reduce concrete surfaces - consider using permeable surfaces for driveways, entrances and parking areas where practical.

RELEVANT DISTRICT PLAN PROVISIONS:

- Relationship of Garages and Accessory Buildings to Dwelling
- Landscaping
- Access to Property and Parking Standards under the Parking Chapter of the Hastings District Plan
- CRD Specific Standards
- Relationship of Building to Street
- Commercial Zones: Car Parking and Garaging



2.9

WASTE AND SERVICE AREAS

ENCOURAGE USEFUL STORAGE AND SERVICE AREAS THAT HAVE MINIMAL ADVERSE EFFECTS ON RESIDENTS AND NEIGHBOURS.

As intensification occurs, provision of space for storage and service areas becomes more important. Service areas free up internal space by providing storage space for recreational or maintenance equipment, larger household items or clothes lines.



WORKS WELL

Options for communal storage and collection systems are encouraged for higher density developments and those at a large scale. For lower density developments, more conventional systems may be used as units will typically have their own street frontage or own ground level yards. Ideally bins should not be located in the front yard, but where this cannot be avoided, they should be screened and not affect or detract from access to the front door.

RELEVANT DISTRICT PLAN PROVISIONS:

- Screening for Visual Amenity CRD Specific Standards
- Service/Utility Area/Deliveries CRD Assessment Criteria
- Relationship of the development to the parent site/service areas and utilities



Some developments include lockable storage areas. In the example top right, bins and bikes are being stored in a lockable, accessible storage area where garages are not provided. Bins, gas bottles and other equipment have been hidden behind timber screens but are integrated into the house and landscape design. This avoids any adverse effects the bins have on the visual amenity of the street.

1. Individual lockable bike and bin storage is provided by the front entrance
2. Built-in storage concept where on-site space is at a premium or where the frontage of sections are narrow, for example in terraced house developments.
3. Low level screen for bins in front yard
4. Gas bottle and utilities enclosure



2.10

SITE COVERAGE AND LOW IMPACT DESIGN

USE LOW IMPACT DESIGN (LID) TECHNIQUES IN YOUR DEVELOPMENT TO MAXIMISE THE POTENTIAL OF THE SITE, REDUCE DEVELOPMENT COSTS AND TO INCREASE THE APPEAL AND VALUE OF YOUR DEVELOPMENT.

Maximum site coverage limits ensure sufficient open space is provided for landscaping, outdoor living and to create privacy between houses as well as reducing stormwater runoff by controlling the amount of impermeable surfaces created.

The inclusion of low impact design solutions on-site can minimise runoff and peak flows while also contributing to the overall amenity of a development.



LOOKS GOOD

Controlling site coverage has positive amenity effects by providing space for landscape planting and to avoid an 'overcrowded' appearance.



WORKS WELL

By implementing LID systems peak stormwater discharges can be reduced which in turn reduces the impact on Council owned stormwater infrastructure, subject to on-site solutions being well-designed and maintained.



SUSTAINABILITY

Water harvesting storage and re-use is essential in the Hawkes bay climate

RELEVANT DISTRICT PLAN PROVISIONS:

- Building Coverage
- Stormwater Management
- Landscaping



Reducing stormwater peak runoff can be achieved using a combination of different techniques which collectively reduce demands on public infrastructure, and in some examples assist with improving plant growth and health. With higher site coverages it will be necessary to look at the site holistically to ensure the maximum peak stormwater runoff is not exceeded while also achieving other functional requirements.

PHOTOS:

1. & 3. Rain gardens to collect runoff from hardstand areas and to naturally irrigate landscape planting.
4. & 6. Permeable surfaces for driveways and entrances to reduce runoff by allowing water to filter through the ground.
2. & 5. Rain tanks come in a variety of colours and can successfully be incorporated into gardens and fencing for plant and lawn irrigation.



2.11

BUILDING MATERIALS AND ENVIRONMENTAL SUSTAINABILITY

USE SUSTAINABLE MATERIALS AND ENERGY EFFICIENT BUILDING SYSTEMS TO CREATE HEALTHIER HOMES WITH LESS LONG-TERM MAINTENANCE COSTS

Building materials can have a considerable effect on how a development looks and is perceived over time and on how efficient and cost effective it is to heat and cool. Materials that require less maintenance with a longer design life are more suitable for higher density developments.



FEELS GOOD / SUSTAINABILITY

The buildings need to have a feeling of permanence and solidity. Building materials should be sustainable and stand the test of time. Materials used should create warm and healthy homes.



LOOKS GOOD / SUSTAINABILITY

Choose building materials that have high insulation properties and are sustainable and attractive. There should be a variety of materials used to create an individuality of design.



FITS WELL / SUSTAINABILITY

Materials used need to be sensitive to, and take cues from the context of the development. Materials should consider the Hastings climate, particularly the hot dry summers.



SUSTAINABILITY

Take advantage of the sunshine hours in Hastings and install roof top solar panels to generate energy for the grid and reduce your power bill.



Timber cladding utilises a renewable resource but may result in additional maintenance requirements. Materials used should be common and sourced from sustainable sources. A variety of materials should be used to create a visually aesthetic design using materials that reflect the character of the surrounding area.

1. Natural finish timber has a low carbon footprint if using locally sourced materials
2. Abodo timber has low maintenance requirements and a low carbon footprint being produced locally in New Zealand
3. Painted brick and timber
4. Roof top solar panels
5. Linear board and coloursteel
6. Painted brick, steel and timber provide good insulation properties and low maintenance requirements
7. Solar panels installed on an existing dwelling and orientated north to maximise sunshine intake



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3.1

INFILL - SUPPLEMENTARY DWELLING (80m²)

SUPPLEMENTARY RESIDENTIAL BUILDINGS UP TO 80m² ALLOW FOR INTENSIFICATION ON A SMALL SCALE IN OUR RESIDENTIAL AREAS

One supplementary residential building is allowed on a residential site if the maximum gross floor area is 80m² or less, excluding integral garages or carports.

Whilst it is permitted, it must comply with District Plan standards for the zone, i.e. height, yard setbacks. The only differences are for density and outdoor living space.

The outdoor living space (minimum area of 50m² containing a 6 meter diameter circle) can be shared between the supplementary residential building and the principal residential dwelling on the site.

DESIGN CHALLENGES

-  Complying with site coverage rules
-  Oversize supplementary buildings
-  Shared entrances and access dominating the site
-  Shared outdoor living space
-  Where to locate the garage(s) or parking spaces

DESIGN SOLUTIONS

-  Build a two-storey building or use a mezzanine to create sufficient floor area while reducing site coverage. Keep to the 80m² maximum gross floor area so the supplementary dwelling doesn't dominate
-  Define your building entrances - ideas include having steps, a pathway, coloured front door, paving, lighting or pergola
-  Screen outdoor living spaces from driveways or provide privacy using hedging or open fencing and planting
-  Place parking and garages to the rear of, or between the principal and supplementary buildings but clear of any outdoor living space areas
-  Garages or carport buildings should not dominate. Their scale should be smaller or proportionate to the supplementary residential building. The use of similar materials and colours can help to integrate garages and carports into the building design
-  Try not to locate carports or parking areas on the street frontage of the site. If you must then have them setback from the front facade of the residential building and make them small in scale and width
-  Reduce the amount of concrete by using alternatives such as gobi blocks or gravel for driveways or pathways. However, vehicle crossings must be formed and sealed



Photo courtesy of FUP Homes

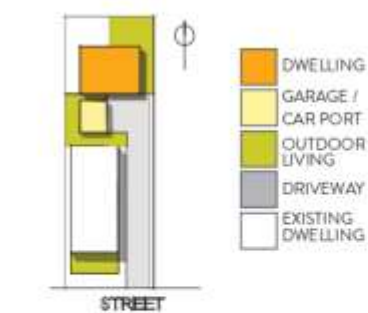


Photo courtesy of FUP Homes

TYPICAL TYPOLOGIES ▲ ▼ ►



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1. PLAN VIEW (1:1,000 @ A4)

This illustration is of a second, small dwelling being added to an existing residential property, while maintaining the existing outdoor living space of the principal residential building. It is important in these types of infill to ensure that outdoor living areas for both residences are not compromised by vehicle access or parking. Layout designs are often a balance of competing issues requiring one aspect to be prioritised over another. The best method is to think of future residents and how they would use the space, to provide a high level of amenity.



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SUPPLEMENTARY HOUSE ADDED TO EXISTING SECTION

RELEVANT KEY DESIGN ELEMENTS

- 2.1 Utilise existing buildings to create diversity.
- 2.2 Create legible entrances with a high level of accessibility and place parking at the rear.
- 2.3 Encourage additional height where visual dominance or shading are not incurred.
- 2.4 Create a positive relationship between the building and public spaces.
- 2.5 Incorporate landscape elements, including trees where possible.
- 2.6 Create spaces which are safe but also provide privacy for residents.
- 2.7 Maintenance of the outdoor living space of the principal residential building.
- 2.8 Create a high level of accessibility and place parking at the rear.
- 2.9 Locate service and storage areas away from public spaces, or at least screen them as a minimum.
- 2.10 Embrace character elements of existing buildings, and their bulk and location. Investigate opportunities to incorporate low impact design solutions where possible to reduce runoff.
- 2.11 Use sustainable materials with low maintenance requirements.

3.2

INFILL SUBDIVISION (PLUS ONE OR TWO)

SUBDIVIDING A SITE IN TWO IS A COMMON METHOD TO CREATE ADDITIONAL HOUSING

Infill residential development has been the main type of development in Hastings and Havelock North in the past.

Infill development means subdividing and putting an additional house or houses in the rear garden (behind the existing house) on a site.

Traditional infill subdivision tends to occur on long narrow sites. This tends to limit the layout of dwellings to one behind the other accessed via a long driveway.

DESIGN CHALLENGES

-  Fence height and design along street frontages and long driveways
-  Infill development, particularly those including long narrow driveways with high fencing, look stark, unappealing and out of place due to a lack of landscaping and greenery
-  It looks stark due to too much concrete, vehicle accesses and car parking dominance
-  Where to locate the garages or carports for the existing house now the backyard has another house on it



DESIGN SOLUTIONS

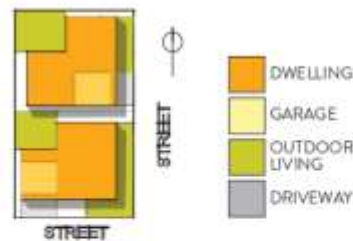
Contrary to popular belief, fences that are high and enclosed do not provide a feeling of safety. Low and/or open fencing where people can see and be seen is a safer environment.

-  Use semi-see through fencing or a mix of low solid fencing with hedging or planting to create privacy for outdoor living areas facing the street, illustrated in photos 1, 2 and 4
-  Invest in mature trees (at the very least 2m high at planting but preferably higher) and shrubs particularly in the front yard or street frontage of your property and along the side of the driveway to make it more attractive to buyers. Mature trees complement the site and ensure the new development integrates with the surrounding area
-  Share the driveways to reduce the amount of the site covered in concrete
-  Use permeable alternatives to form parking areas and driveways such as gobi blocks, permeable pavers, gravel, or a driveway comprising two concrete strips with a central grass area if practical
-  Locate garages behind the existing house or integrate them with the dwelling but setback from the front facade. If they must be located in the front yard space – they will need to be small in size – width and height and substantially open in nature – refer to photo 3

TYPICAL TYPOLOGIES ►



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1. PLAN VIEW (1:1,000 @ A4)

This illustration is of a 2 unit development (<170m² building footprint) on a 700m² corner residential site. The site coverage of this is 49% and each unit has a north facing outdoor living area of at least 30m². Garaging is positioned back from the front door making the pedestrian entrance more prominent while creating an on-site carpark (minimum depth of 5.5m). Note this development would need consent for

infringing site coverage rules and would need to comply with the District Plan stormwater rule (see section 2.10 for ideas of how to comply with this rule).



A TWO UNIT DEVELOPMENT ON A 700M² SITE

RELEVANT KEY DESIGN ELEMENTS

- 2.1 Create legible entrances with a high level of accessibility to the front door.
- 2.2 Encourage additional height where visual dominance or shading are not incurred.
- 2.3 Create a positive relationship between the building and public spaces, i.e. on corner sites at the road frontage.
- 2.4 Incorporate landscape elements, including trees where possible.
- 2.5 Create spaces which are safe but also provide privacy for residents.
- 2.6 Look to add amenity for residents by creating private and sunny outdoor living spaces.
- 2.7 Garages set back from the front facade of the property, include parking space where possible.
- 2.8 Locate service and storage areas away from public spaces, or at least screen them as a minimum.
- 2.9 Investigate opportunities to incorporate low impact design solutions where possible to reduce runoff (see 2.10, page 28 for options).
- 2.10 Use sustainable materials with low maintenance requirements.

3.3


COMPREHENSIVE RESIDENTIAL DEVELOPMENT (3 OR MORE DWELLINGS)

COMPREHENSIVE RESIDENTIAL DEVELOPMENT ALLOWS FOR INCREASED DENSITY OF HOUSING ON A SITE PROVIDED THAT THE DESIGN AND LAYOUT OF HOUSES PROTECTS THE AMENITY OF NEIGHBOURING SITES.

Our City Living Zone areas are full of potential for comprehensive residential developments. They are located along main transport routes, close to local suburban shopping centres, public parks and open space areas. Specific sites suitable for Comprehensive Residential Development in the Hastings and Havelock North General Residential Zone and in the Hastings Character Zone are identified and shown in Appendices 27, 28 and 29 of the Hastings District Plan.

Comprehensive Residential Development can occur at a small or large scale, on a single site or through the amalgamation of two or more neighbouring sites. The character of these developments varies depending on the building typology used – detached townhouses, duplexes, terraced housing (3 in a row maximum in a brownfield or existing urban area or 4 in a greenfield area) or low-rise apartments. Ideally, in larger developments, a mix of these housing types is best.



From a design and amenity perspective, the most important aspect of a successful comprehensive residential development is getting as many dwellings fronting the street as possible.






DESIGN CHALLENGES

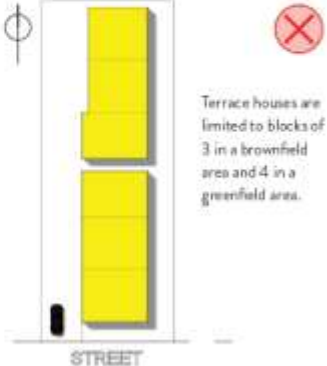
- Inappropriate location
- Monotony and repetition including sameness of colour
- Insufficient open space, greenery, outlook
- Insufficient or a lack of mature landscaping
- Garages and high fencing dominating the street frontage
- Poorly located outdoor space
- Lack of storage / service area that lack sunlight to dry washing
- Lack of privacy with high fencing established to create private space
- Poorly located communal space

TYPICAL TYPOLOGIES ▼▶

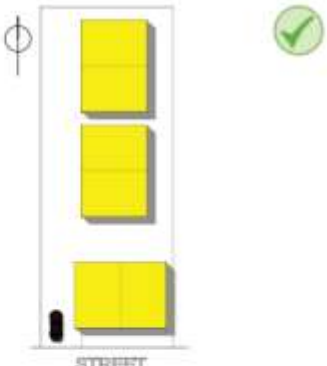







Terrace houses are limited to blocks of 3 in a brownfield area and 4 in a greenfield area.




While commonly implemented, the 6 unit development at the top of the page on a 1,050m² site does not meet good design principles. It has a poor relationship with the street and the site is dominated by vehicle manoeuvring areas and garaging on the ground floor. Ideally, the number of units facing the street should be maximised.




DESIGN SOLUTIONS FOR CRD

-  Locate higher density developments overlooking or within walking distance of parks, shops and recreational areas.
-  Use two storey, zero lot line or duplex house designs to create more open space, privacy and separation from neighbouring properties.
-  Variety and diversity are key design concepts to create attractive developments that people want to live in.
-  Use modulation - cantilever or setback sections of the building to break up its mass, vary roof form, materials and colour, provide a range of site sizes, house designs and types.
-  Vehicle movement areas and garages should be combined and/or located to the rear of site to ensure the development has a well-defined built edge to the street. Try to keep the existing continuity of the streetscape by having windows, porches and entranceways fronting the street.
-  Have single garages or separate garages into two using partitions, alternatively use modulation, setbacks or different materials to reduce dominance of carparking and garages.
-  Have hedges rather than fences to delineate driveways and create more amenity and value.
-  Locate private and communal outdoor living space in a north or west facing position accessed via a main living room.





-  Have no, low, or open front fencing combined with hedging or planting to create a pleasant street front and public entrance to the property or development.


-  Consider landscaping of the site early in the design process, retain existing mature trees that provide an instant x-factor and integrate the new houses into the neighbourhood. Use deciduous trees in north facing front yard gardens so as not to block winter sun.

-  Provide areas for storing rubbish bins that are screened from the street front, easily accessed from the dwelling and have direct outside access to the street or combined bin pick up location.

-  In larger developments place letterboxes together in an accessible position at the front of the site.

-  Try to locate service areas so that they have access to sun all year around but particularly consider winter sun access during the middle part of the day.

-  Look for opportunities to save money by minimising the amount of concrete or hard surfaces used for paths and driveways.

-  Use permeable pavers, gravel, limestone, or a combination. These permeable surfaces will help to reduce stormwater runoff - making it easier to comply with the District Plan requirements for stormwater management which saves you time and money.



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RELEVANT KEY DESIGN ELEMENTS

- 2.1 Look to vary dwelling type (attached terrace houses and separate townhouses), colours and materials to create diversity and interest
- 2.2 Entrances to each unit are clearly defined.
- 2.3 Variations in roof form and colour create interest and can 'breakup' the mass of multi-unit developments
- 2.4 Create a positive relationship between the building and public spaces.
- 2.5 Tree planting provides significant amenity to a development.
- 2.6 Windows overlooking communal areas is important to provide passive surveillance.
- 2.7 Place outdoor living areas directly off indoor living spaces where they receive direct sunlight.
- 2.8 Entrances to each unit are clearly defined with car parking at the rear of each dwelling.
- 2.9 Locate service and storage areas away from public spaces but where they are easily accessed.
- 2.10 Retain large areas of green space where possible to reduce runoff.
- 2.11 Use sustainable materials with low maintenance requirements such as the renewable timber resource used in this example.

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3.4

GREENFIELDS - COMPREHENSIVE RESIDENTIAL DEVELOPMENT

GREENFIELD COMPREHENSIVE RESIDENTIAL DEVELOPMENT CREATES AN OPPORTUNITY TO MAXIMISE DEVELOPMENT YIELD WHILE ACHIEVING A HIGH STANDARD OF AMENITY.

Vacant greenfield sites have minimal existing impediments and present an attractive option for comprehensive residential development. They are a blank sheet of paper on which to create high quality compact housing. Larger scale developments can use the full range of housing types, ie townhouses, duplexes, terrace housing and apartments. Providing such diversity in housing product promotes the development to a wider sector of the housing market and spreads risk. Terrace and duplex houses, in particular are very efficient in their 'land-take' and provide homeowners with time freedom from the maintenance of a larger section.

Controls on outdoor living and co-location with public or communal open spaces and reserves ensure residents have access to sufficient private green space as well as access to local neighbourhood recreational opportunities. The treatment of garaging, car parking and service areas becomes more important with more residents and less space, but all can be addressed if a comprehensive approach to development design is adopted. The location of comprehensive residential developments in greenfield areas should ideally be indicated at the early master planning or subdivision design stage when the block and street layout is being developed and public reserve areas identified. Ideally, they should overlook or front onto a street that surrounds the public open space or be distributed in clusters amongst larger lots.

DESIGN CHALLENGES

-  Early consideration of the best location for comprehensive residential developments
-  Development that backs onto or is located side onto public open space areas and reserves
-  Unsightly storage areas
-  Lack of landscaping
-  Repetitive building design and a sameness of colour and materials
-  Large scale garages dominating the street

DESIGN SOLUTIONS

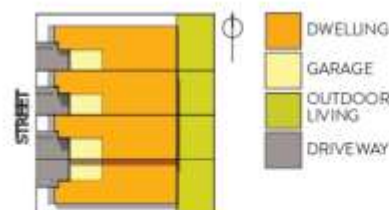
-  Design solutions outlined in typology 3.3 for storage, garages, fencing, variety in building colour, materials and design also apply here.
-  Carefully consider structure plan or master planning documents that illustrate open space reserves, walkways and cycleways, and potential commercial areas. Sites fronting reserve areas or walkways and in proximity to shops are the best locations for higher densities
-  Where developments back onto a public park or recreation area use the design on page 17 of this guide to create an attractive rear yard space that generates a point of difference for the development.



TYPICAL TYPOLOGIES ▲►



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1. PLAN VIEW (1:1,000 @ A4)

This illustration is of a 4 unit terrace development in a greenfield area. The terraces back onto a reserve where residents and families can utilise and enjoy the adjacent public open space. The site coverage of this is 50% and each unit has a north-east facing outdoor living area of at least 30m². Garaging is positioned back from the front door making the pedestrian entrance more prominent while creating an on-site carpark (minimum depth of 5.5m). The sketch to the right shows how developments can have a positive relationship with an adjoining public walkway. Refer also to Section 2.4, pages 16 and 17 of this guide for ideas on well-designed connections to open space.



42 FOUR UNIT TERRACE DEVELOPMENT IN A GREENFIELD DEVELOPMENT

RELEVANT KEY DESIGN ELEMENTS

- 2.1 Changes in dwelling height (a mix of single and two storey buildings), materials and detailing can create interest and increase distinction between dwellings.
- 2.2 The front door directly addresses the street and is clearly visible.
- 2.3 Variations in roof form create interest and can 'breakup' the mass of multi-unit developments.
- 2.4 Create a positive relationship between the building and public spaces by having windows looking out.
- 2.5 Incorporate landscape elements, including trees where possible.
- 2.6 Windows overlooking the street provide for passive surveillance.
- 2.7 Outdoor living space is located to the rear of the dwelling, refer to plan view top right.
- 2.8 The garage is pushed back to reduce its visual impact while allowing for an additional on-site car park.
- 2.9 Storage areas are screened from the street by fencing or planting.
- 2.10 Investigate the use of permeable driveway surfaces to reduce site runoff, such as gobi blocks or permeable pavers.
- 2.11 Low maintenance, sustainable materials reduce long term running costs such as Adobo Eco-timber cladding.

3.5

CRD IN SPECIAL CHARACTER AREAS




RESPOND TO THE VALUES OF A SPECIAL CHARACTER AREA, ENSURE NEW DEVELOPMENT MAINTAINS AND/ OR ENHANCES THE SPECIAL QUALITIES THAT ARE PARTICULAR TO EACH SPECIFIC CHARACTER AREA.

Special character overlays are dispersed through the Hastings District Plan. Buildings within the overlay may be defined as having distinctive identity of a particular place resulting from factors including built form (age and style of building), the setting in which the buildings are located, and the presence of landscaping (on and off street).


It is important that new developments recognise and are sensitive to the value of retaining the front facades of older building styles, the streetscape pattern (front yard setback, location of garages behind houses) and mature trees, open space and greenery.

All these elements combined contribute to the character and identity of a neighbourhood or area and are important to the local community.


DESIGN CHALLENGES


-  Retention of the existing front yard setback for landscaping rather than garaging and vehicles.
-  Where to locate or relocate garages or carports for the existing house
-  Inappropriate location and design of new buildings - location in front of the existing character home and size and scale out of proportion.


 High solid front fencing to create private outdoor living areas negatively impacts special character


 Second dwellings that detract from the existing character home.


DESIGN SOLUTIONS

 Retain the required front yard setback and place the existing character home at the front of the site to retain streetscape features.

 Locate garages or carports to the rear of the existing dwelling or setback from the front facade of the dwellings and outside the front yard setback area. Integrate a carport into the design of the existing character home where possible by continuing an existing roof line and weatherboards as shown below right.

 Fencing in character areas is important as it is generally a feature of the property frontage and streetscape character. Use open style fencing or a combination of hedging and low height (1m or less) solid fencing.

 Locate new buildings behind the existing dwelling to the rear of the site to retain existing character streetscape features.

 New buildings should not replicate what exists but rather take cues from the architectural elements of existing dwellings or their construction materials to create new designs that complement and are sensitive to this character.

TYPICAL TYPOLOGIES ▶



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3.6

INNER CITY HOUSING

INNER CITY LIVING IN HASTINGS IS GAINING POPULARITY AND THE COUNCIL WANT TO PROMOTE AND ENCOURAGE IT IN THE HASTINGS CBD AND HAVELOCK NORTH VILLAGE CENTRE.

High quality inner city housing will help to create a vibrant city center atmosphere. Council are investing in a range of inner city public spaces, parks, events and art installation projects. These are the ingredients that will make our City an exciting and attractive place to live, work and play.

Developments that provide sunny, attractive, functional and low maintenance residential housing are encouraged. District Plan rules have been relaxed in certain circumstances to make it easier to develop upper level residential units, particularly in existing heritage and character buildings. The re-use or revitalisation of buildings in the City Centre creates a unique opportunity to shape the identity of Hastings and enhance its existing character. In Havelock North, there are opportunities for new buildings with more intensive redevelopment of existing sites.

DESIGN CHALLENGES

-  Additions or extensions that are insensitive to heritage and character
-  Where to place car parking and outdoor living spaces if these are to be provided
-  How to reduce the impacts of noise for residents living in a commercial area
-  Inappropriate building or site location that is not within walking distance of public open space or public amenity feature
-  How to incorporate residential entrances into active shop frontages

DESIGN SOLUTIONS

-  Place additions or extensions to the rear of the building facade away from the street. When adding another level – set this back from the original building facade
-  Build on existing character by using materials to either integrate the new extension or to distinguish between old and new.
-  Use similar roof pitch/style and window openings of similar proportions to the existing building to achieve an addition that is sensitive to existing character.
-  Choose sites or buildings which are in close proximity to public squares, or open space areas.
-  Create a floor plan that locates noise sensitive areas (bedrooms) away from noise sources (roads), use building materials that have noise insulation qualities, have a ventilation systems if windows need to remain closed to comply with District Plan rule 25.1.7C.
-  Locate car parking (if it is to be provided noting that the NPS Urban development no longer requires a minimum number) to the rear and retain the pedestrian environment of the street frontage.
-  Locate outdoor living spaces to the rear of the building or use roof terraces or balconies to create private spaces. These spaces provide the opportunity to enhance amenity and the quality of the living environment.
-  Provide separate entrances for residential units that are visible, well lit and have minimal effects on the active commercial frontage of the building.

RECENT DEVELOPMENT



DEVELOPMENT OPPORTUNITIES



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3.7

SUBURBAN SHOPPING CENTRES - MIXED USE

SUBURBAN SHOPPING CENTRES PROVIDE AMENITIES AND CONVENIENCE FOR NEIGHBOURHOODS AND ALSO MAKE FOR A GREAT PLACE TO LIVE.

Our suburban shopping centres are full of potential for residential mixed use intensification. These include:

1. Frimley shops
2. Mahora shops
3. Mayfair shops
4. Raureka shops
5. Parkvale shops
6. Haretaunga Street East shops

Because of their location, these areas offer exciting opportunities for redevelopment with the potential to enhance the vibrancy of these mixed use suburban centres. To ensure positive outcomes, it is recommended that a design statement be prepared outlining the key objectives of the proposal and how the key design elements outlined in the guide will be integrated into the development. It is recommended that the statement should be prepared in consultation with Council Planners to facilitate the process.

DESIGN CHALLENGES

- Inappropriate scale and mass of development
- Blank walls that do not relate to the street
- Location of car parking for residents and customers
- Location and screening of storage areas

- Providing landscaping while also building to the street edge and maximising the development of the site
- Providing well lit and safe entrances to residential units

DESIGN SOLUTIONS

- Emphasise corners with extra height, use modulation, roof form, balconies or facade detailing to break up building mass
- Create active street frontages with glazing, shop entrances or kiosks. Blank walls should be kept to a minimum, or addressed with fine detailing, artwork or landscaping.
- Provide rear lane access for car parking and use this lane for storage/rubbish collection areas (that are screened)
- Create movable green areas by using planters, pots or relocatable vertical gardens
- Locate well-lit and visible residential entrances on secondary street frontages, away from the main shop entrance

DEVELOPMENT OPPORTUNITIES ▼ ►



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Photo: Existing Frimley Shops, Hastings



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Hastings District Council | Hastings Residential Intensification Design Guide 2020

3.8

CO-HOUSING AND RETIREMENT VILLAGES

ALLOW CO-HOUSING TYPOLOGIES TO BE DEVELOPED WHERE THEY ARE OF A SCALE AND DENSITY WHICH FITS WELL INTO ITS SURROUNDING AND ADJACENT NEIGHBOURHOOD

Co-housing and retirement villages often follow a different ownership model than a fee simple development, many with shared facilities, medical facilities and/or communal spaces. The scale, density and design can vary but the most important aspect is that the developments do not become 'gated' communities with little or no interaction with adjoining residential areas.

This is particularly important where a development allows the flexibility for individual houses to be subdivided off in the future.

DESIGN CHALLENGES

-  Monotonous dwelling type and materials used.
-  Entrances that are hard to find and a street layout that is difficult to navigate
-  Gated communities – limit connections with the surrounding neighbourhood
-  Internalising the streetscape – dwellings turning their backs or placed side on to the public street
-  Insufficient space for landscaping and mature trees results in a lack of amenity
-  Location of communal spaces and facilities

DESIGN SOLUTIONS

-  Variety of dwelling type, materials and design is essential to creating an interesting and attractive development
-  Internal roads and paths should connect with adjoining streets where possible, maintaining a high level of permeability.
-  Locate communal spaces centrally maximising borrowed amenity opportunities and accessibility to residents.
-  Maximise the number of houses facing the public street and provide garaging to the rear accessed via an internal lane (see plan layout below)
-  Well landscaped developments can mitigate the perceived adverse effects of higher densities. Planting more mature trees creates a more established development.
-  Visible front doors with direct pathways to the street make it easy to navigate. Place parking at the rear or setback from the dwelling.



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3.9

OTHER USEFUL RESOURCES

Hastings District Plan (eplan)
<https://eplan.hdc.govt.nz/eplan/>

Subdivision and Infrastructure in Hastings District Best Practice Design Guide
<https://www.hastingsdc.govt.nz/assets/Document-Library/Policies/Engineering-Code-of-Conduct/subdivision-Infrastructure-design-guide.pdf>

Engineering Code of Practice 2020
<https://www.hastingsdc.govt.nz/assets/Document-Library/Policies/Engineering-Code-of-Conduct/engineering-code-of-practice.pdf>

Residential Fencing Guide
<https://www.hastingsdc.govt.nz/assets/Document-Library/Publications/residential-fencing-guide.pdf>

Hastings CBD Architectural Heritage Design Guide
<https://www.hastingsdc.govt.nz/assets/Document-Library/Plans/CBD-Heritage-Architectural-Design-Guide/hastings-cbd-heritage-and-architectural-design-guide.pdf>

Hastings CBD Sign Guide
<https://www.hastingsdc.govt.nz/assets/Document-Library/Plans/Central-Character-Precinct-Signs/central-character-precinct-signs-guide.pdf>

Hawkes Bay Regional Council Regional Resource Management Plan
<https://www.hbrc.govt.nz/documents-and-forms/rmp/>

Hawkes Bay Regional Council Waterway Design Guidelines
<https://www.hbrc.govt.nz/assets/Document-Library/Waterway-Design-guidelines/Industrial-Stormwater-Design-20090406.pdf>

New Zealand Urban Design Protocol
<https://www.mfe.govt.nz/publications/towns-and-cities/new-zealand-urban-design-protocol>

National Guidelines for Crime Prevention through Environmental Design
<https://www.mfe.govt.nz/publications/towns-and-cities/national-guidelines-crime-prevention-through-environmental-design-new>

Wednesday, 4 November 2020

Item 5

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
**Hastings District Council: District Planning and
 Bylaws Subcommittee Meeting**

Te Rārangi Take

Report to District Planning and Bylaws Subcommittee

Nā: James Minehan, Senior Environmental Planner, Policy
From: Dr James Graham, Pou Ahurea Matua - Principal Advisor:
 Relationships Responsiveness and Heritage

Te Take: Plan Change 3 - Providing for Marae in the Rural Zone and the
Subject: Plains Production Zone

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to obtain a decision from the Committee on whether to adopt a Change to the Partially Operative Hastings District Plan for public notification under the Resource Management Act 1991(the RMA) process.
- 1.2 The Proposed Plan change is to incorporate amendments to the District Plan to provide a more permissive approach for marae in rural areas by identifying them as a Permitted Activity in the Rural Zone and the Plains Production Zone.
- 1.3 This will correct an omission that occurred when the District Plan was reviewed that made marae a non-complying activity.
- 1.4 This will give effect to the purpose of local government as set out in Section 10 of the Local Government Act 2002 by promoting the social, economic, and cultural wellbeing of Tangata Whenua.
- 1.5 It will also align with the requirements of the RMA including Section 5 (social, economic and cultural wellbeing), Section 6 (protection of customary rights) and 8 (Treaty of Waitangi).

2.0 Recommendations – *Ngā Tūtohunga*

- A) That the District Planning & Bylaws Subcommittee receives the report of the Senior Environmental Planner, Policy titled Plan Change 3 - Providing for Marae in the Rural Zone and the Plains Production Zone dated 4 November 2020.

- B) That the Subcommittee recommends to Strategy and Policy Committee the adoption of Plan Change 3 and the Section 32 Evaluation Report for public notification and onward recommendation to Council to hear submissions and formal adoption pursuant to Schedule 1 of the Resource Management Act 1991.

3.0 Background – *Te Horopaki*

- 3.1 Under the 2003 District Plan, Marae were provided for as part of the wider Places of Assembly provisions. The Places of Assembly definition in the 2003 District Plan included churches and halls as well as marae. Places of Assembly were a Permitted Activity in the 2003 District Plan subject to performance standards. This resulted in a number of activities, including churches, locating particularly in the Plains Production Zone that conflicted with the wider Heretaunga Plains Urban Development Strategy that specified strict urban boundaries. As a result Places of Assembly were no longer permitted with the Plains Production Zone and the Rural Zone. However, in the plan review process there was an omission that resulted in marae not being specifically provided in the Plains Production Zone and the Rural Zone and as a result made them a Non-Complying Activity.
- 3.2 This has led to an inconsistency in the Partially Operative District Plan in how marae are provided for throughout the district. For instance, marae are listed as a Permitted Activity in the Plains Settlement Zone which includes the rural settlements of Paki Paki, Bridge Pā and Ōmahu. Marae are also provided for in other zones, including the residential, commercial and light industrial zones, where they are still identified and included as Places of Assembly.
- 3.3 In summary neither “Marae” nor “Places of Assembly” are listed as an activity in the Plains Production Zone or the Rural Zone. Therefore in these two zones marae default to a non-complying activity.
- 3.4 This change seeks to address this situation by identifying “Marae” as a permitted activity in the Plains Production Zone and in the Rural Zone subject to specific performance standards. The proposed changes are to Section 5.2 and 6.2 of the District Plan.
- 3.5 This proposed plan change is significant as there are currently 23 marae acknowledged across the district in our territorial authority. Increased capacity and autonomy across the hapū groups in this area are also seeing older and or former significant places of gathering going through the various processes of establishing themselves as marae entities in 2020 and beyond. Marae across Hastings district, that includes two Taiwhenua (Heretaunga and Te Whanganui-a-Orotū) are not only vital for hapū and tangata whenua to maintain their respective and traditional relationships with place and provide a spiritual and cultural space for whānau and hapū, marae also make a significant contribution to the local economy across Hawke’s Bay and in particular, Hastings District. Marae provide the appropriate cultural space for all cultural events to occur, including small and large events, and marae also serve as a multi-purpose community facilities; for instance, Civil Defence and Emergency Management Centres, community meeting places, church services, and or local school events. It is important that the District Plan facilitates for marae, their continued use, improvements and development. Council also have responsibilities under the Resource Management Act (RMA) to provide for the cultural wellbeing of Māori, recognising their physical and spiritual connection to the land.
- 3.6 In the District Plan, marae are defined as follows:
- Marae: means a site reserved under the Māori Affairs Act 1953, which is owned or administered by legally appointed trustees or a trust body for the common benefit of a defined group of Māori people.

4.0 Discussion – *Te Matapakitanga*

- 4.1 When deciding who to consult and after discussions with Dr James Graham, Council's Pou Ahurea Matua - Principal Advisor Relationships, Responsiveness and Heritage, the Draft Proposal was sent out to all marae in the Hastings district via e-mail and letters. The information included a summary of the provisions and background information to the RMA process.
- 4.2 It was considered that the Plan Change was specifically relevant to all marae situated in the Hastings district. Wider community interests would be addressed by the opportunity to make submissions via the formal RMA submission process.
- 4.3 Feedback was obtained from a small number of marae and the focus was on building coverage and infrastructure associated with marae. Another issue was the importance of Papakāinga Housing, often in close proximity to existing marae. There was recognition that the existing Section 21.1 of the District Plan (Papakāinga District Wide Activity) addressed this issue.
- 4.4 Pukehou Marae explicitly stated that they were happy with the draft changes.
- 4.5 The opportunity was given to all marae who had indicated a preference for follow-up meetings. These meetings were held with the representatives of Kohupātiki Marae and the representatives of Waitangi Marae (Waipuka Māori Reservation Trust).
- 4.6 In relation to Waitangi Marae (concerning Waipuka Māori Reservation Trust land at Waitangi Road, Waimārama) plans were outlined for a potential new marae complex. This was timely as it informed the Plan Change process about the extent of building coverage for a contemporary marae development. Subsequent change has been made to the maximum gross floor area.
- 4.7 Specific standards have been set to protect the existing amenity for the zones. These are based on the previous District Plan provisions for marae and have been aligned and integrated with the new District Plan standards. These include provisions such as setbacks from boundaries and building coverage.
- 4.8 In regard to the gross floor area for buildings, this has been set at 1000m². This is above the 400m² threshold set in the former District Plan. As already stated the provision has been based on feedback from the Waipuka Reservation Trust that submitted plans for a potential new marae complex (Waitangi Marae) at Waitangi Road, Waimārama.
- 4.9 Another benchmark was provided in the provisions of Papakāinga District Wide Activity of the Operative District Plan. This provides for housing on Māori land. Commercial and industrial buildings, that complement the residential activity, are permitted up to a maximum gross floor area of 1000m² (500m² for commercial buildings and 500m² for industrial buildings). This aligns with the proposed 1000m² for buildings associated with marae development.
- 4.10 The building footprint needs to be large enough to enable Tangata Whenua to carry out their cultural activities in a fit for purpose community facility without undue hindrance. The amenity of the rural environment will be protected by an existing set of standards and some specific additional standards.
- 4.11 All of the proposed changes can be viewed in **Attachment A** to this report.
- 4.12 The Section 32 Evaluation Report required under the RMA concludes that the amendments sought by proposed Plan Change 3 are efficient and effective. Proposed Plan Change 3 will:
 - Provide for marae, their use and development, in rural locations.
 - Align with the requirements of the RMA including Section 5 (social, economic and cultural wellbeing), Section 6 (protection of customary rights) and 8 (Treaty of Waitangi).

- Align with the Hawke's Bay Regional Resource Management Plan (provision for marae based activities outside the urban areas and to recognise tikanga Māori values).
- Be an efficient and effective way to meet the stated objective "To provide for marae their use and development" and related policy "To provide for marae in rural locations subject to any adverse effects being avoided, remedied or mitigated".

The full S32 Evaluation Report can be viewed in **Attachment B** to this report.

5.0 Options – Ngā Kōwhiringa

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

5.1 Adopt Plan Change 3 to provide for the relevant amendments and notify it for submission.

Advantage

- The Plan Change will provide for the use and development of marae as a permitted activity in the Rural Zone and the Plains Production Zone subject to general and specific standards.
- The Plan Change will provide a greater level of certainty to hapū in the management of their marae.

Disadvantage

- There will be some cost as Council resources will be utilised in the notification and subsequent reporting process to make the change to the District Plan.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāiane

Maintain the status quo and marae will remain a non-complying activity in the District Plan.

Advantages

- There will be no Council processing costs as the Plan Change will not go ahead.

Disadvantages

- There will be continued inconsistency in how marae are provided for in the District Plan. The establishment, use and development of marae in the Rural Zone and the Plains Production Zone, will be more complex and costly for hapū due to its non-complying activity status.

6.0 Next steps – Te Anga Whakamua

- 6.1 This is to publicly notify Plan Change 3 under the first schedule of the Resource Management Act. This allows for any member of the public to make a submission on the proposed changes. Any submissions received are summarised and then opened for further submissions of support or opposition. Subsequently there is the hearing of submissions with recommendations from the Hearings Committee going to full Council for adoption.
- 6.2 Once the decisions on submissions have been made and the appeal period has closed, any subsequent amendments to Plan Change 3 will be made and the document will be made final.

Attachments:

1↓	Attachment A - Plan Change 3	CG-16-13-00016
2↓	Attachment B - Plan Change 3	CG-16-13-00015

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

Plan Change 3 promotes the social, economic, and cultural wellbeing of Tangata Whenua while maintaining the amenity of the rural environment.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

The plan change results in positive impacts for hapū and tangata whenua across the Hastings district including our current 23 marae, and future marae that may be developed as per the Waipuka Māori Reservation Trust example. Accordingly, the plan change is seen to provide for the establishment, use and development of marae. It recognises and provides for hapū cultural and physical relationships with their land. It aligns with the requirements of the RMA including Section 5 (social, economic and cultural wellbeing), Section 6 (protection of customary rights) and Section 8 (Treaty of Waitangi). The plan change also aligns with the Hawke's Bay Regional Resource Management Plan (provision for marae based activities outside the urban areas and to recognise tikanga Māori values).

Sustainability - *Te Toitūtanga*

The plan change takes into account the sustainability of the natural and physical resources associated with land development by applying general and specific standards for marae development in the Rural Zone and Plains Production Zone.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

There are no additional financial implications as the processing of Plan Change 3 is provided for in the existing Environmental Policy budget.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

Plan Change 3 report has been assessed under the Council's Significance and Engagement Policy as being of medium to high significance. Following discussions with Council's Advisor on Relationships, Partnerships and Heritage, the draft proposal was sent out to all marae in the Hastings District via e-mail and letters. Information sent out included a summary of the provisions and background information to the RMA process.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Plan Change 3 is specifically relevant to all marae situated in the Hastings District. Internal consultation has been undertaken with Council's Pou Ahurea Matua: Principal Advisor: Relationships, Responsiveness & Heritage, to ensure the correct process has been followed. Contact and follow-up consultation where requested has been

undertaken with Hapu in the preparation of the plan change. The RMA process provides for wider community engagement through the submission, further submission and hearing process.

Risks

Opportunity:

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>Plan Change 3 recognizes that marae are essential for Māori and in particular to hapū, to maintain their traditional relationships with their land, providing both a spiritual and cultural home for whānau, hapū and iwi. Marae are an important place where significant cultural events occur and serve as a multi-purpose community facility.</p>	<p>The Plan Change is budgeted from the existing Policy budget and follows a clearly defined process under the Resource Management Act meaning limited financial risk for Council.</p> <p>The political engagement risk is low as there has already been an informal engagement with the marae stakeholders. The Plan Change will subsequently go through the formal public notification process under the Resource Management Act.</p> <p>Council's Advisor on Relationships, Partnerships and Heritage has indicated that he is comfortable that if marae have been informed then there is no need to go to the other entities at this stage. Other entities will be covered by the formal submission process taking into account that marae have their respective rangatiratanga (autonomy). The larger entities include statutory bodies such as government, iwi, Taiwhenua, and settlement trusts.</p> <p>Therefore the overall political risk is considered to be low with little chance of legal challenge.</p>

Rural Community Board – *Te Poari Tuawhenua-ā-Hapori*

Plan Change 3 identifies "Marae" as a permitted activity in the Plains Production Zone and in the Rural Zone subject to general and specific performance standards. In the plan review process there was an omission that resulted in marae not being specifically provided for in the Plains Production Zone and the Rural Zone meaning that they became a non-complying activity. Plan Change 3 addresses this oversight and therefore it is considered there are no new issues for the Rural Community Board to be concerned about. Nick Dawson, Chair of the Rural Community Board, has been informed about the process and feedback so far.

Plan Change 3 to the Partially Operative Hastings District Plan: Providing for Marae in the Rural Zone and Plains Production Zone

PLAN CHANGE 3

This proposed plan change is subject to Clause 5 of the First Schedule of the Resource Management Act 1991 and proposes changes to Section 5.2: (Rural Zone) and Section 6.2 (Plains Production Zone) of the Partially Operative Hastings District Plan.

Currently the District Plan requires a resource consent for the establishment and development marae in the Rural Zone and the Plains Production Zone.

The Plan Change 3 will provide a more permissive approach for marae in rural areas by identifying them as a permitted activity in the Rural Zone and the Plains Production Zone.

Submissions can only be made on the proposed changes, not the existing unaltered provisions.

PROPOSED CHANGES TO SECTION 5.2 RURAL ZONE

Anticipated Outcomes

Add new outcome RZAO10:

Provision for the use and development of marae.

Objectives and Policies

Add new objective RZO7:

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

Add new policy RZP21 and associated explanation:

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

Explanation

The District Plan recognizes that marae are essential for Maori to maintain the traditional relationship with their land providing both a spiritual and cultural home for hapu and iwi. They are an important place where significant cultural events occur and serve as a multi-purpose community facility.

Rule Table 5.2.4 Rural Zone

Add new rule:

Rule	Land Use Activities	Activity Status
RZ31	Marae	P

5.2.5 General Performance Standards and Terms

5.2.5B YARDS

Add new heading

4. Marae Buildings

Specify

Front yard 7.5m

All other boundaries 5m

[5.2.6 Specific Performance Standards](#)

Identify 5.2.6L Marae and specify:

[SITE DENSITY AND COVERAGE](#)

Maximum building coverage – 35%

Maximum gross floor area – 1000m²

Outcome:

Marae will be integrated into the scale and amenity of the zone

[SALE OF ALCOHOL](#)

The sale of alcohol may take place

[5.2.8 Assessment criteria – Restricted Discretionary and Discretionary Activities:](#)

Add 5.2.8J Marae and insert following criteria:

The suitability of the site and the extent to which alternative sites or locations have been considered.

The impact of the scale, character and/or intensity of the use and its compatibility with surrounding activities.

The ability of any proposed buildings to be integrated with the character of the site and locality.

The extent to which the activity affects the natural, cultural and heritage activities of the site.

Whether the site can be adequately serviced.

Matters of Consideration

The recognition of tikanga Maori values including enabling marae-based development in accordance with those advocated in the Hawke's Bay Regional Resource Management Plan 2012 (POL UD6.1, POL UD6.2, OBJ34 POL 57).

PROPOSED CHANGES TO SECTION 6.2 PLAINS PRODUCTION ZONE

[Anticipated Outcomes](#)

Add new outcome PPAO11:

Provision for the use and development of marae.

[Objectives and Policies](#)

Add new objective PPO10:

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

Add new policy PPP26 and related explanation:

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

Explanation

The District Plan recognizes that marae are essential for Maori to maintain the traditional relationship with their land providing both a spiritual and cultural home for hapu and iwi. They are an important place where significant cultural events occur and serve as a multi-purpose community facility.

[Rule Table 6.2.4 Plains Production Zone](#)

Add new rule:

Rule	Land Use Activities	Activity Status
PP43	Marae	P

[6.2.5 General Performance Standards and Terms](#)

6.2.5B YARDS

Add new heading

5. Marae Buildings

Specify

Front yard 7.5m

All other boundaries 5m

6.2.5J TOTAL BUILDING COVERAGE

Add a new clause stating

Note: For Marae refer to the specific performance standard 6.2.6P for the maximum site coverage and the maximum gross floor area.

[6.2.6 Specific Performance Standards and Terms](#)

Add 6.2.6P "Marae" and specify:

SITE DENSITY AND COVERAGE

Maximum building coverage – 35%

Maximum gross floor area – 1000m²

Outcome:

Marae will be integrated into the scale and amenity of the zone

SALE OF ALCOHOL

The sale of alcohol may take place

[6.2.8 Assessment criteria – Restricted Discretionary and Discretionary Activities:](#)

Add 6.2.8U "Marae" and add in selected criteria as follows:

The suitability of the site, particularly in regard to the versatile values of the land, and the extent to which alternative sites or locations have been considered.

The impact of the scale, character and/or intensity of the use and its compatibility with surrounding activities.

The ability of any proposed buildings to be integrated with the character of the site and locality.

The extent to which the activity affects the natural, cultural and heritage activities of the site.

Whether the site can be adequately serviced.

Matters of Consideration

The recognition of tikanga Maori values including enabling marae-based development in accordance with those advocated in the Hawke's Bay Regional Resource Management Plan 2012 (POL UD6.1, POL UD6.2, OBJ34 POL 57).

Partially Operative Hastings District Plan

Plan Change 3: Providing for Marae in the Rural and Plains Production Zone

Section 32 Summary Evaluation Report



Prepared by: James Minehan, Senior Policy Planner

Reviewed by: Rowan Wallis, Policy Manager

Date: 2020 (Oct)

File: Env-

Status: Final Draft

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6.0 CONCLUSION

1.0 PURPOSE OF THIS REPORT

This report is an evaluation of Plan Change 3 to the Partially Operative Hastings District Plan in accordance with Section 32 of the Resource Management Act 1991.

The report is required to accompany the proposed plan change for public notification under Schedule 1 of the RMA.

It is recommended that the Section 32 be read in conjunction with the current provisions of the Operative Hastings District Plan. Submissions can only be made on the proposed changes, not the existing unaltered provisions.

2.0 BACKGROUND INFORMATION

Reason for Plan Change

Under the 2003 District Plan marae were provided for as part of the wider Places of Assembly provisions. The Places of Assembly definition in the 2003 District Plan included churches and halls as well as marae. Places of Assembly were a permitted activity in the 2003 District plan subject to performance standards. This resulted in a number of activities locating particularly in the Plains Production Zone that conflicted with the wider Heretaunga Plains Urban Development Strategy that specified strict urban boundaries. As a result Places of Assembly were no longer permitted with the Plains Production Zone and the Rural Zone. In the plan review process there was an omission that resulted in marae not being specifically provided in the Plains Production Zone and the Rural Zone and as a result made them a non-complying activity.

This has led to an inconsistency in the current District Plan in how marae are provided for throughout the district. For instance marae are listed as a permitted activity in the Plains Settlement Zone which includes the rural settlements of Paki Paki, Bridge Pa and Omaha. Marae are also provided for in other zones, including the residential, commercial and light industrial zones, where they are still identified and included as Places of Assembly.

In summary neither "Marae" nor "Places of Assembly" are listed as an activity in the Plains Production Zone or the Rural Zone. Therefore in these two zones marae default to a non-complying activity.

This change seeks to address this situation by identifying "Marae" as a permitted activity in the Plains Production Zone and in the Rural Zone subject to specific performance standards. The proposed changes to section 5.2 and 6.2 of the District Plan are outlined in section 4.0 of this evaluation report.

This proposed plan change is significant as there are currently 23 marae acknowledged across the district in our territorial authority. Increased capacity and autonomy across the hapū groups in this area are also seeing older and or former significant places of gathering going through the various processes of establishing themselves as marae entities in 2020 and beyond. Marae across Hastings district, that includes two Taiwhenua (Heretaunga and Te Whanganui-a-Orotū) are not only vital for hapū and tangata whenua to maintain their respective and traditional relationships with place and provide a spiritual and cultural space for whānau and hapū, marae also make a significant contribution to the local economy across Hawke's Bay and in particular, Hastings District. Marae provide the appropriate cultural space for all cultural events to occur, including small and large events, and marae also serve as a multi-purpose community facilities; for instance, Civil Defence and Emergency Management Centres, community meeting places, church services, and or local school events. It is important that the District Plan facilitates for marae, their continued use, improvements and development. Council also have responsibilities under the Resource Management Act (RMA) to provide for the cultural wellbeing of Māori, recognising their physical and spiritual connection to the land.

In the District Plan marae are defined as follows:

Marae: means a site reserved under the Maori Affairs Act 1953 which is owned or administered by legally appointed trustees or a trust body for the common benefit of a defined group of Maori people.

3.0 CONSULTATION

When deciding who to consult and after discussions with Council's Advisor on Relationships, Partnerships and Heritage, the draft proposal was sent out to all marae in the Hastings District via e-mail and letters. The information included a summary of the provisions and background information to the RMA process.

It was considered that the plan change was specifically relevant to all marae situated in the Hastings District taking into account that marae have their respective rangatiratanga (autonomy). Wider community interest would be addressed by the opportunity to make submissions via the formal RMA submission process.

Feedback was obtained from a small number of marae and the focus was on building coverage and infrastructure associated with marae. Another issue was the importance of papakainga housing, often in close proximity to existing marae. There was recognition that the existing Section 21.1 of the District Plan (Papakainga District Wide Activity) addressed this aspect.

Pukehou Marae explicitly stated that they were happy with the draft changes.

Follow-up meetings were held at Council with the representatives of Kohupatiki Marae and the representatives of Waitangi Marae (Waipuka Maori Reservation Trust).

In relation to Waitangi Marae (concerning Waipuka Maori Reservation Trust land at Waitangi Road, Waimarama) plans were outlined for a potential new marae complex. This was timely as it informed the proposed plan change process about the extent of building coverage for a contemporary marae development and a subsequent change has been made to the maximum gross floor area.

4.0 PLAN PROVISIONS TO BE CHANGED

Twenty three marae are acknowledged across the district and it is the provisions of the Rural Zone and the Plains Production Zone that are proposed to be changed. The details of the new provisions are outlined below.

4.1 Section 5.2 Rural Zone

[Anticipated Outcomes](#)

Add new outcome RZAO10:

Provision for the use and development of marae.

[Objectives and Policies](#)

Add new objective RZO7:

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

Add new policy RZP21 and associated explanation:

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

Explanation

The District Plan recognizes that marae are essential for Maori to maintain the traditional relationship with their land providing both a spiritual and cultural home for hapu and iwi. They are an important place where significant cultural events occur and serve as a multi-purpose community facility.

[Rule Table 5.2.4 Rural Zone](#)

Add new rule:

Rule	Land Use Activities	Activity Status
RZ31	Marae	P

[5.2.5 General Performance Standards and Terms](#)

5.2.5B YARDS

Add new heading

4. Marae Buildings

Specify

Front yard 7.5m

All other boundaries 5m

[5.2.6 Specific Performance Standards](#)

Identify 5.2.6L Marae and specify:

SITE DENSITY AND COVERAGE

Maximum building coverage – 35%

Maximum gross floor area – 1000m²

Outcome:

Marae will be integrated into the scale and amenity of the zone

SALE OF ALCOHOL

The sale of alcohol may take place

[5.2.8 Assessment criteria – Restricted Discretionary and Discretionary Activities:](#)

Add 5.2.8J Marae and insert following criteria:

The suitability of the site and the extent to which alternative sites or locations have been considered.

The impact of the scale, character and/or intensity of the use and its compatibility with surrounding activities.

The ability of any proposed buildings to be integrated with the character of the site and locality.

The extent to which the activity affects the natural, cultural and heritage activities of the site.

Whether the site can be adequately serviced.

Matters of Consideration

The recognition of tikanga Maori values including enabling marae-based development in accordance with those advocated in the Hawke's Bay Regional Resource Management Plan 2012 (POL UD6.1, POL UD6.2, OBJ34 POL 57).

4.2 Section 6.2 Plains Production Zone

[Anticipated Outcomes](#)

Add new outcome PPAO11:

Provision for the use and development of marae.

[Objectives and Policies](#)

Add new objective PPO10:

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

Add new policy PPP26 and related explanation:

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

Explanation

The District Plan recognizes that marae are essential for Maori to maintain the traditional relationship with their land providing both a spiritual and cultural home for hapu and iwi. They are an important place where significant cultural events occur and serve as a multi-purpose community facility.

[Rule Table 6.2.4 Plains Production Zone](#)

Add new rule:

Rule	Land Use Activities	Activity Status
PP43	Marae	P

[6.2.5 General Performance Standards and Terms](#)

6.2.5B YARDS

Add new heading

5. Marae Buildings

Specify

Front yard 7.5m

All other boundaries 5m

6.2.5J TOTAL BUILDING COVERAGE

Add a new clause stating

Note: For Marae refer to the specific performance standard 6.2.6P for the maximum site coverage and the maximum gross floor area.

[6.2.6 Specific Performance Standards and Terms](#)

Add 6.2.6P "Marae" and specify:

SITE DENSITY AND COVERAGE

Maximum building coverage – 35%

Maximum gross floor area – 1000m²

Outcome:

Marae will be integrated into the scale and amenity of the zone

SALE OF ALCOHOL

The sale of alcohol may take place

6.2.8 Assessment criteria – Restricted Discretionary and Discretionary Activities:

Add 6.2.8U “Marae” and add in selected criteria as follows:

The suitability of the site, particularly in regard to the versatile values of the land, and the extent to which alternative sites or locations have been considered.

The impact of the scale, character and/or intensity of the use and its compatibility with surrounding activities.

The ability of any proposed buildings to be integrated with the character of the site and locality.

The extent to which the activity affects the natural, cultural and heritage activities of the site.

Whether the site can be adequately serviced.

Matters of Consideration

The recognition of tikanga Maori values including enabling marae-based development in accordance with those advocated in the Hawke’s Bay Regional Resource Management Plan 2012 (POL UD6.1, POL UD6.2, OBJ34 POL 57).

5.0 SECTION 32 EVALUATION REQUIREMENTS

5.1 RMA Requirements

Clause 5(1) of Schedule 1 of the RMA specifies that a local authority must prepare an evaluation report for a proposed policy statement or plan in accordance with section 32 and for Council's to have particular regard to that report when deciding whether to proceed with the statement or plan.

Section 32 of the RMA specifies the following:

(1) An evaluation report required under this Act must—

(a) examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and

(b) examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—

(i) identifying other reasonably practicable options for achieving the objectives; and

(ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and

(iii) summarising the reasons for deciding on the provisions; and

(c) contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.

(2) An assessment under subsection (1)(b)(ii) must—

(a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—

(i) economic growth that are anticipated to be provided or reduced; and

(ii) employment that are anticipated to be provided or reduced; and

(b) if practicable, quantify the benefits and costs referred to in paragraph (a); and

(c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

So in summary two main evaluations are required:

Under S32(1)(a)

The extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the RMA

And under S32(1)(b)

Whether the provisions in the proposal are the most appropriate way to achieve the objectives by:

- Identifying other reasonably practicable options for achieving the objectives
- Assessing the efficiency and effectiveness of the provisions in achieving the objectives
(Including identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions)
- Summarising the reasons for deciding on the provisions

5.2 The extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the RMA

5.2.1 The intent of the proposed plan changes and the requirements of the RMA

The proposed change adds one new objective to the Rural Zone and the Plains Production Zone

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

The specified related anticipated outcome is:

Provision for the use and development of marae.

There is a related policy and explanation:

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

Explanation

The District Plan recognizes that marae are essential for Maori to maintain the traditional relationship with their land providing both a spiritual and cultural home for hapu and iwi. They are an important place where significant cultural events occur and serve as a multi-purpose community facility.

Under S32(1)(a) Council must examine the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the RMA .

Section 74 of the RMA also states that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2.

Analysis of the proposed plan change and the RMA requirements follow below.

5.2.2 Part 2 (Purpose & Principles) of the RMA

The purpose of the RMA is the sustainable management of natural and physical resources. Section 5 of the RMA defines sustainable management as “managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety”.

Comment: Plan Change 3 directly provides for the continued use and development of marae in the Plains Production and Rural Zones. Marae are long established and there has been significant physical and cultural investment in them and the plan recognises this. The change will enable the Maori people and their communities to provide for their social, economic and cultural wellbeing by providing for marae as a permitted activity subject to standards to protect rural amenity.

Section 6 identifies “Matters of National Importance”. Section 6(e) identifies “the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga”. Section (g) identifies “the protection of protected customary rights”.

Comment: Plan Change 3 aligns with these aspects of protecting cultural traditions and customary rights.

Section 8 Treaty of Waitangi is also relevant to the proposed variation i.e. “In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi)”.

Comment: Plan Change 3 aligns with Section 8.

5.2.3 Hawke's Bay Regional Resource Management Plan (incorporating the Regional Policy Statement) 2012

Section 75 of the RMA states that a district plan must give effect to any regional policy statement. The relevant document is the Hawke's Bay Regional Resource Management Plan (incorporating the Regional Policy Statement) 1 Jan 2012.

In Chapter 3 Regionally Significant Issues, Objectives and Policies and Under Section 3.1B "Managing the Built Environment" the relevant policies in relation to marae are shown below:

Provision for papakainga and marae-based development (region)

POL UD6.1 District plans shall, where appropriate enable papakainga and marae-based development in accordance with tikanga Maori values, outside existing urban areas and any urban limits, provided development:

a) Avoids or mitigates the following locational constraints:

i. projected sea level rise as a result of climatic changes

ii. active coastal erosion and inundation

iii. stormwater infrastructure that is unable to mitigate identified flooding risk

iv. flood control and drainage schemes that are at or over capacity

v. active earthquake faults

vi. high liquefaction potential

vii. nearby sensitive waterbodies that are susceptible to potential contamination from on-site wastewater systems or stormwater discharges

viii. no current wastewater reticulation and the land is poor draining

ix. identified water short areas with the potential to affect the provision of an adequate water supply.

Papakainga and marae-based development (region)

POL UD6.2 Papakainga and marae-based development shall be encouraged, where possible; to:

a) Integrate with existing development

b) Integrate with the provision of strategic and other infrastructure (particularly strategic transport networks in order to limit network congestion, reduce dependency on private motor vehicles and promote the use of active transport modes).

c) Promote, and not compromise, social infrastructure including community, education, sport and recreation facilities and public open space.

Principal reasons and explanation

Housing and associated activities around rural marae have been in existence for many years. Provision is made for accommodating growth through papakainga and marae-based development on ancestral land, which may fall outside urban limits. The continuation and expansion of papakainga and other marae based activities, subject to relevant statutory processes, gives effect to the requirements of sections 6(e), 7(a) and 8 of the Act and also recognises the statutory provisions in the Te Ture Whenua Maori Act 1993. This policy provides tangata whenua with the potential to meet their housing and economic development needs.

Comment: Plan Change 3 provides for marae and their use and development and is therefore consistent with POL UD6.2. Existing provisions in the current District Plan already address hazards and related infrastructural issues thereby aligning with POL UD6.1. It can be noted that provision for

papakāinga is already addressed in a separate section of the proposed plan (Section 21.1 Papakāinga District Wide Activity).

Under Section 3.14 "Recognition of Matters of Significance to Iwi/Hapu" the relevant objectives and policies are:

OBJECTIVE OBJ 34 To recognise tikanga Maori values and the contribution they make to sustainable development and the fulfilment of HBRC's role as guardians, as established under the RMA, and tangata whenua roles as kaitiaki, in keeping with Maori culture and traditions.

POLICIES

POL 57 Where policy is being developed for the management of natural and physical resources the following matters shall be had regard to:

(a) Where the effects of an activity have minimal or no measurable impact on the state of mauri, the life sustaining capacity of a resource – no or minimal regulation (noa).

(b) Where the actual or potential effects of an activity on the state of mauri are significant – the activity shall be dealt with on a case-by-case basis according to those effects (rahui).

(c) Where the impacts of an activity have a severe and irreversible impact upon the state of mauri that activity shall be prohibited (tapu).

Comment: Plan Change 3 recognises tikanga Maori values and provides for marae through minimum regulation as a permitted activity. Any potential adverse effects are avoided, remedied and mitigated through the application of standards.

5.3 Whether the provisions in the proposal are the most appropriate way to achieve the objectives

Under s32(b) Council must examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by:

- Identifying other reasonably practicable options for achieving the objectives
- Assessing the efficiency and effectiveness of the provisions in achieving the objectives (including the benefits and costs of the environmental, economic, social and cultural effects under S32(2)(a))
- Summarizing the reasons for deciding on the provisions

To recap the Plan Change 3 adds a new objective and related policy as follows:

New objective:

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

New policy:

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

The associated explanation states:

The District Plan recognizes that marae are essential for Maori to maintain the traditional relationship with their land providing both a spiritual and cultural home for hapu and iwi. They are an important place where significant cultural events occur and serve as a multi-purpose community facility.

5.3.1 Identifying other reasonably practicable options for achieving the objectives

There are three possible options to consider:

- To do nothing (leave Marae as a non-complying activity)
- To go ahead with the current proposal (provide for Marae as a permitted activity subject to conditions)
- To choose another activity status i.e. this would be a controlled or discretionary activity

The table below summarises the benefits, costs, efficiency and effectiveness of the 3 options.

Activity Status	Benefits	Costs	Efficiency	Effectiveness
Non-complying	This consent status is the most onerous, however, it does provide a very high level of scrutiny. In this case it is considered an over reach of regulation because the proposed plan change applies a robust set of standards that will protect existing rural amenity.	Over-regulation Higher consenting costs and time expended	Low as a non-complying activity will not achieve the stated objective (to recognise and provide for tangata whenua's cultural and physical relationship with their land) at the lowest cost to tangata whenua and the non-complying activity status will not provide any discernible additional benefit to the wider community.	Low as a non-complying activity does not provide any certainty of outcome - in this case the provision for the use and development of marae in rural locations. A non-complying activity can be refused. A robust set of standards will be applied to protect the existing rural character and amenity.
Permitted	Certainty of outcome Permissive approach	No consenting costs	High	High Existing and new plan standards to protect amenity
Other activity status i.e. controlled, restricted discretionary, discretionary	These options would allow extra scrutiny for any application and give the Council the ability to set more conditions. However, it is considered that the proposed plan change applies existing and new	Consenting costs and time expended	Less efficient	A permitted activity status with robust standards to protect amenity is considered the most effective approach. Consents will still be required for proposals outside the specified standards

	standards that will be sufficient to protect rural amenity. Therefore there would be no additional environmental benefit. There would also be less certainty of outcome for the applicant (except for controlled activity status which would have to be approved).			
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5.3.2 Assessing the efficiency and effectiveness of the provisions in achieving the objectives

Looking at the table it is considered that inserting provisions to identify marae as a permitted activity in the Plains Production Zone and the Rural Zone is the most practical option of achieving the objective and related policy.

This is preferable to a non-complying activity status which is more inefficient and ineffective.

Specifying another activity status such as a controlled, restricted discretionary or discretionary activity would mean a resource consent is required in all situations and this is considered to be a less efficient approach. This is not to say that a consenting process is not effective subject to suitable conditions and/or assessment criteria. In this case, however, this process should be reserved for those situations where proposals do not meet the district plan standards.

As far as the benefits and costs are concerned the permitted activity status gives the most benefit for the least cost. The benefits can be measured in the positive economic, social, and cultural outcomes for Maori through facilitating the development and use of marae in rural areas. There is also certainty of outcomes subject to meeting the specific thresholds identified by the district plan.

Specific standards have been set to protect the existing amenity for the zones. These are based on the previous district plan provisions for marae and have been aligned and integrated with the proposed plan standards.

The gross floor area for buildings that has been set at 1000m². This is above the 400m² threshold set in the former district plan. The provision has been based on feedback from the Waipuka Reservation Trust that submitted plans for a potential new marae complex (Waitangi Marae) at Waitangi Road, Waimarama. This provided a timely benchmark for the proposed plan change in relation to building area.

Another benchmark was provided in the provisions of Papakainga District Wide Activity of the Operative District Plan. This provides for housing on Maori land. Commercial and industrial buildings, to complement the residential activity, are provided for up to a maximum of 1000m² maximum gross floor area. This coincides with the proposed 1000m² for buildings associated with marae development in this proposed plan change.

The building footprint needs to be large enough to enable tangata whenua to carry out their cultural activities in a fit for purpose community facility without undue hindrance. The amenity of the rural

environment will be protected by an existing set of standards and some specific additional standards. This means that the proposed provisions are both efficient and effective in achieving the stated objective and related policy i.e.

To recognize and provide for tangata whenua's cultural and physical relationship with their land.

And;

To provide for the development and maintenance of marae in rural locations in recognition of their cultural significance and taking into account the adverse effects on rural character.

5.3.3 Assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

Plan Change 3 provides for marae as a permitted activity in the Rural Zone and the Plains Production Zone.

There were provisions for the operation and development of marae in the 2003 Operative Plan. However these were omitted in the review process - hence making them non-complying.

The Council is aware that the current non-complying status of marae has been causing problems for Maori communities in the use and development of their marae.

There is little risk of acting because on uncertain or insufficient information. However, there is a real risk for the wellbeing of Maori communities if the status quo remains.

5.3.4 Summarising of the reasons for deciding on the provisions

The Operative District Plan does not explicitly provide for marae in the Plains Production Zone and Rural Zone and by default they are a non-complying activity.

In comparison, marae are specifically listed as a permitted activity in the Plains Settlement Zone of Paki Paki, Bridge Pa and Omahu.

There is need for a consistent approach in the provision of marae in all rural locations. A change to the Operative District Plan to identify marae as a permitted activity (subject to standards to protect amenity) is required.

Plan Change 3 will:

- Provide for marae, their use and development, in rural locations.
- Align with the requirements of the RMA including Section 5 (social, economic and cultural wellbeing), Section 6 (protection of customary rights) and 8 (Treaty of Waitangi).
- Align with the Hawke's Bay Regional Resource Management Plan (provision for marae based activities outside the urban areas and to recognise tikanga Maori values)
- Be an efficient and effective way to meet the stated objective "To provide for marae their use and development" and related policy "To provide for marae in rural locations subject to any adverse effects being avoided, remedied or mitigated"

(1)

6.0 CONCLUSION

Plan Change 3 has been developed to identify marae as a permitted activity in the Rural Zone and the Plains Production Zone. This is to align with the way they are provided for in the Plains Settlement Zone and also to align with their provision in the former operative district plan. As assessed in this section 32 report the proposed plan variation is the most appropriate way to meet the purpose of the RMA and to achieve the stated objectives for the Rural Zone and Plains Production Zone.

Wednesday, 4 November 2020

Item 6

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

**Hastings District Council: District Planning and
Bylaws Subcommittee Meeting**

Te Rārangi Take

Report to District Planning and Bylaws Subcommittee

Nā: **Rowan Wallis, Environmental Policy Manager**
From:

Te Take: **Request for Plan Change 2 to the Partially Operative District Plan**
Subject: **to be Made Operative**

Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 The purpose of this report is to obtain a decision from the Committee to recommend to the Council that Plan Change 2 Engineering Code of Practice, to the Partially Operative Hastings District Plan (includes text and maps) be made operative. Clause 17 of Schedule 1 of the Resource Management Act (RMA) 1991, allows Council to approve all or part of a plan when it is beyond challenge by submission or appeal.
- 1.2 Councils are required to have District Plans to promote the sustainable management of the Districts natural and physical resources. Plan Change 2 amends the District Plan to properly reflect the latest amendments to the Engineering Code of Practice (ECOP).
- 1.3 This decision is the culmination of work undertaken by the Works Asset team in reviewing the Engineering Code of Practice. This review of ECOP has resulted in the need to make a number of amendments to the District Plan principally to ensure that the correct version of ECOP is referenced and also to ensure the latest road hierarchy is applied. This will provide more certainty to our development community.
- 1.4 Plan Change 2 went through the First Schedule process for plan changes under the Resource Management Act. No submissions were received. As a result this report concludes by recommending that the Committee recommend to Council that Plan Change 2 be made operative.

2.0 Recommendations – *Ngā Tūtohunga*

- A) That the District Planning & Bylaws Subcommittee receive the report of the Environmental Policy Manager titled Request for Plan Change 2 to the Partially Operative District Plan to be Made Operative dated 4 November 2020.
- B) That the Committee ratify Plan Change 2- Engineering Code of Practice Amendments and recommend to the Council that it be made operative in accordance with Clause 17 Schedule 1 of the Resource Management Act 1991 from 19 December 2020.

3.0 Background – *Te Horopaki*

3.1 The Works Asset team have been undertaking a review of the Engineering Code of Practice (ECOP), which was last reviewed in 2011. The review process commenced in 2015, with a number of issues identified. The consultation process commenced in 2018 with input and feedback obtained from an Expert Consultancy Group. As a result, amendments have been made to the Code. There has recently been a further opportunity to provide comment on the draft code, prior to it being adopted as final by the Council.

3.2 The amendments made to ECOP have resulted in the need to amend the District Plan. As a document embedded in the District Plan, it is necessary to amend the District Plan to ensure referencing to the correct version of the ECOP and to make any consequential changes to ensure that subdivision and land development in Hastings District continues to be designed and implemented in accordance with latest relevant policy and engineering best practice.

The key changes to the updated ECOP (2020) include:

- An updated district roading hierarchy based on the New Zealand Transport Agency's 'One Network Road Classification' (ONRC);
- Recognition of latest construction practices;
- Clearer guidance in the Standard Construction Drawings including amendments to Drawing C6, C7, C19 & C19A, C31;
- Amended guidance for three waters reflecting recent changes in policy and regulation including a new set of Water Services Drawings (WS101 – 108, WS101-207; WS301- 303, WS 401-4-7, and WS501 509);
- Introduction of Drawings LD1 and LD2 providing typical tree planting detail for trees in road reserves; and
- Introduction of a Street Lighting Code of Practice including a set of Standard Drawings SL000 – SL0006.

3.3 The amendments to the ECOP document that have required changes to the Partially Operative District Plan have been made. These are largely around referencing the latest version of the ECOP document and ensuring that the updated roading hierarchy is referred to in the Transport Section of the District Plan and the appendices. These changes were publicly notified on 25 July 2020 and submissions were invited following the First Schedule process in the Resource Management Act 1991. No submissions were received on Plan Change 2. A copy of Plan Change 2 as notified is attached at Appendix A.

4.0 Discussion – *Te Matapakitanga*

4.1 Clause 17 of the First Schedule of the Resource Management Act 1991 allows Council to approve all or part of a plan (this includes plan changes) when it is beyond challenge by submission or appeal.

There have been no submissions to Plan Change 2 and therefore the Plan Change is beyond submission or appeal and Council has the ability to make it operative.

- 4.2 There is a co-ordination issue in considering the operative date for the Plan Change 2. The Engineering Code of Practice is currently in draft format. Informal comment has been invited on the ECOP to coincide with the submission period on the Plan Change. This comment has now been received and the Works Asset team is considering which of these comments can be accommodated and which are of a greater complexity and would require to be held over to the next review of ECOP.
- 4.3 The Works Asset Team will bring the amended ECOP document to the Operations and Monitoring Subcommittee for them to ratify as the Final document on 11th November 2020. The recommendations from the Operations and Monitoring Sub-committee and the District Plan and By Laws Sub-committee will then go to the full Council for consideration in December.

5.0 Options – *Ngā Kōwhiringa*

Option One - Recommended Option - Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga

- 5.1 Make Plan Change 2 including text and Appendices with new road hierarchy operative:

Advantages

- The advantage of this option is that it will align the District Plan with the latest version of the Engineering Code of Practice which has been amended with input from the development community.
- The Plan Change will ensure that the District Plan provisions relate to the latest New Zealand Transport Agency road hierarchy.

Disadvantages

- There are no known disadvantages to this option.

Option Two – Status Quo - Te Kōwhiringa Tuarua – Te Āhuetanga o nāiane

- 5.2 Advantages

- Maintaining the status quo would not have any advantages.

Disadvantages

- Maintaining the status quo will have the disadvantage of the works asset engineers not being able to enforce the latest version of the ECOP document through the development process set down as performance standards and assessment criteria in the District Plan.
- It could also leave the Council open to legal challenge with the Plan not reflecting the NZTA One Network Road Hierarchy.
- It would result in a lack of certainty for the development community due to inconsistencies between the Engineering Code of Practice and the District Plan.

6.0 Next steps – *Te Anga Whakamua*

- 6.1 If the sub-committee recommends to Council that Plan Change 2 be made operative the process for implementing this is set down in the first schedule of the Resource Management Act 1991. This process involves public notification of the Council's decision and updating the Council's ePlan document.

Attachments:

- 1 [↓](#) Environmental Policy - District Plan Changes - Plan Change 2 ECOP - Environmental Policy - District Plan Changes - Plan Change 2 ECOP FINAL pdf version ENV-17-1-20-4

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the wellbeing of communities in the present and for the future by ensuring that the Engineering Code of Practice reflects best practice and is linked to the development process in the District Plan. This helps to create a safe and healthy environment for people, which promotes the best use of natural resources and which are responsive to community needs.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

The amendments proposed to the reviewed Engineering Code of Practice documents were discussed with Ngati Kahungunu Iwi Incorporated and the Taiwhenua O Heretaunga and their comments were taken into account in the amendment of the document.

Sustainability - *Te Toitūtanga*

To meet its obligations under the Resource Management Act 1991 Council is required to review its District Plan as a means of promoting the sustainable management of the district's natural and physical resources. This decision recognises the part that the Engineering Code of Practice has to play in ensuring the sustainable management of the District's resources and particularly the built physical resources of the district.

Financial considerations - *Ngā Whakaarohanga Ahumoni*

There are no additional financial implications of this decision, beyond existing budget allocations.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision has been assessed under the Council's Significance and Engagement Policy. The District Plan change has been undertaken following best practice public engagement practices and in accordance with the statutory consultation requirements of the Resource Management Act 1991. As a largely technical change the Plan change was presented to the development community ahead of the notification process and no submissions were received on Plan Change 2.

The reason for this report is to contribute to the completion of Council's statutory responsibilities by adopting the Plan Change.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Public engagement occurred during the preparation of the Plan Change in accordance with best practice engagement practices and meeting all of the statutory consultation requirements of the Resource Management Act 1991. No external engagement is needed at this final stage in the process as the reason for this report is to contribute to the completion of Council's statutory responsibilities by making the Plan Change operative.

Risks

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>[Ensuring that Council completes the legal process for a Plan Change under the Resource Management Act 1991.</p> <p>Providing a greater level of certainty to the development community by ensuring that the District Plan aligns with the Engineering Code of Practice.</p>	<p>There are no known risks as the Plan Change has followed the correct legal process for a Plan Change.</p>

Rural Community Board – *Te Poari Tuawhenua-ā-Hāpori*

There are no implications for the Rural Community Board for this part of the plan change approval.

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Proposed Amendments to Hastings District Plan

Parts of the Plan affected:

Section 2.5 Transportation Strategy

Section 26.1 Transport & Parking

Section 33.1 Definitions

Appendix 69 – Roading Hierarchy

Consequential Amendments to Zone Provisions and Appendices

The changes proposed by the Plan Change 2 are shown in **red bold font** for text to be added and **strike through font** for text to be deleted.

The scope of this Plan Change is limited to provisions affected by updating of the Engineering Code of Practice. Note that some provision without changes are shown to provide context.

Any further minor changes as a result of this Plan Change (such as numbering adjustments) will be addressed at the end of the Plan Change process.

In addition to the parts of the Plan identified above, there are a large number of minor terminology changes required to reflect the changes in road category names. A list of the sections where these changes are required is provided in the Table at the end of this document.

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Changes to Section 2.5 Transportation Strategy

2.5.1 INTRODUCTION

An effective transportation network is a key element in the efficient functioning of the Hastings District and its economy. On a local scale, transportation networks are critical in the daily functioning of the District. As a community the Hastings District is highly dependent on the mobility of its population, and particularly dependent on a well-designed roading network as its primary means of physical communication. The District is a major producer of primary produce and manufactured goods and linkages to both domestic and international markets are crucial in maintaining a healthy economic sector.

While the population is highly dependent on motor vehicles, the transportation network can also generate negative environmental effects. Noise and exhaust pollution are the common effects associated with both road and rail transport. These effects are increasingly compounded by the continued growth of traffic, particularly on routes which were not designed to handle present or predicted levels, or by the inappropriate use of local **access** roads as arterial or **primary collector** routes, or de facto bypasses.

2.5.2 RESOURCE MANAGEMENT ISSUES

2.5.2.1 Establishment and Ongoing Development of a Planned Roding Hierarchy for the Hastings District

Roding patterns on the Heretaunga Plains are largely unstructured, and this has led to undesirable environmental consequences on residential and rural areas associated with inappropriate traffic patterns. The adoption of a roding hierarchy, **consistent with the New Zealand Transport Agency's One Network Roads Classification (ONRC) hierarchy**, which identifies a tiered roding system based on road function and planned levels of service is important to enable the effective management of traffic and to control the environmental effects associated with different traffic patterns.

2.5.2.3 The Environmental Effects of Unnecessary Traffic Utilising Local **Access Roads**

The open grid pattern of central Hastings has resulted in a large number of suburban (Local **Access**) roads becoming used as de facto traffic bypasses, and as Collector or Arterial routes. This generates unnecessary and undesirable levels of traffic on Local **Access** roads and has safety and environmental consequences for the community, particularly in terms of noise, vibration and impact on the amenity of residential areas.

2.5.4 OBJECTIVES AND POLICIES

OBJECTIVE TSO1 To establish and maintain a safe, efficient, and environmentally appropriate roding network which mitigates the adverse effects on the community.

POLICY TSP1 Ensure that when land use activities require to join or leave the roding network the efficiency or operation of the roding network is not adversely affected.

Explanation

The safe and efficient movement of vehicles between the roding network and individual sites is important to maintain suitable levels of functionality on the roding system. The Hastings District Council **Engineering Code of Practice for Subdivision and Land Development (201120) and Subdivision and Infrastructure Development In Hastings District – Best Practice Design Guide** will develop design solutions to ensure that access and egress points are suitably designed, and the District Plan will require activities and developments to meet the adopted standards.

POLICY TSP3 Progressively introduce environmental limits within the roding hierarchy to define the environmental standards that the roding hierarchy will be required to meet.

Explanation

At present The **ONRC** roding hierarchy is defined by information relating to traffic volume, and a range of design criteria. There is currently insufficient data available to establish robust environmental limits to protect land uses from the effects of

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road traffic pollution, particularly on existing routes. The Council will address these matters during the life of the District Plan with the intention of introducing appropriate standards once these can be confidently established.

2.5.5 METHODS

HASTINGS DISTRICT PLAN

Residential Zones: The Residential Objectives and Policies will identify the need to consider and provide for pedestrian and cycle facilities.

The frequency and scale of heavy vehicle movement on local **access** roads in residentially zoned areas will be controlled in order to avoid negative amenity impacts on residential land uses.

ROADING HIERARCHY

The **national ONRC** Roading Hierarchy adopted in the District Plan will identify the function and development parameters of roads in the District. Activity Standards in Section 26.1 of the District Plan will be employed where appropriate to control the location of activities and establish standards for access to and from the roading network. The standards will vary dependent on the status of the road in the hierarchy. The road status under the hierarchy will also identify appropriate means of compliance for access and sight distances. The Hastings Roading Hierarchy maps **and associated Roading Hierarchy table** are included in Appendix 69.

ENGINEERING CODE OF PRACTICE FOR SUBDIVISION AND LAND DEVELOPMENT (2011) (2020)

The Hastings District Council Engineering Code of Practice for Subdivision and Land Development incorporates road design standards which will be enforced for any new subdivision, depending on the function of any road within or having frontage to the subdivision. This will include design criteria to match the expected volume and mix of road traffic and levels of environmental and amenity treatment to match anticipated environmental impacts. The Code of Practice also includes checklists of environmental effects associated with matters relating to the effects of subdivision or land development, including the creation of new roads which can generate dust and stormwater effects. These checklists are intended to assist applicants in preparing their assessment of any actual or potential effects which the subdivision or land development may have on the environment.

Changes to Section 26.1 Transport and Parking

26.1.1 INTRODUCTION

The Transport Network is a crucial component of the District's economy and it also contributes significantly to the social wellbeing of the community. Almost all activities generate or attract vehicle movement and it is important that these movements are achieved efficiently and effectively and safely. The provision of convenient and safe access, parking, and loading are part of achieving an efficient traffic network.

Where parking and loading facilities are not available on-site this will usually occur on the street. This may have adverse effects on the safety and efficiency of roads where there are high traffic and pedestrian volumes. Part of the successful management of the transport network is identifying the principal function of the roads that form the road network in the District. A road hierarchy, **consistent with the New Zealand Transport Agency's ONRC hierarchy**, has been developed and is **appended to this Section of the District Plan attached in Appendix 69 – Hastings District Roading Hierarchy**. The road hierarchy outlines the purpose that each road fulfils and land use and access provisions are related to the function to ensure that the road network operates in a safe and efficient manner. This is the integrated approach to transport planning where routes and land uses are both components in the transport network.

26.1.4 METHODS

The Anticipated Outcomes set out in Section 26.1.2 will be achieved and the Objectives and Policies set out in Sections 26.1.3 will be implemented through the following Methods:

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HASTINGS DISTRICT PLAN

Performance Standards to mitigate the effects on the transport network and encourage sustainable transport modes are outlined in Section 26.1.6 of the Plan.

HASTINGS ENGINEERING CODE OF PRACTICE (2020)

The Engineering Code of Practice sets out the roading hierarchy based on the New Zealand Transport Agency's One Network Roads Classification. This hierarchy outlines how the roading network should operate by classifying roads according to the characteristics of traffic volumes and their intended use/purpose.

26.1.6A ACCESS

2. Distance of Vehicle Accesses from Road Intersections

(a) Residential, Industrial and Commercial Zones

The distance that a vehicle access to any property may be sited from any Local Access Road intersection as defined in the Roding Hierarchy in Appendix 69, shall be a minimum of 15m or the extent of the property boundary whichever is the least.

Where there are two adjacent accesses, vehicle crossings shall be offset from the legal property boundary (side boundary) by 1.5 metres.

Vehicle access to any property shall not be sited within 30 metres of an intersection of a State Highway.

Note: Vehicle access in relation to Collector or Arterial Road intersections as defined in the Roding Hierarchy in Appendix 68 69 shall be subject to Road Safety Audit as deemed necessary by the Road Controlling Authority.

(b) Rural Residential, Rural, Plains Production and Special Character Zones

Vehicle access to any property shall be sited a minimum of 100 metres from an intersection of a State Highway.

26.1.6B SAFE SIGHTLINE DISTANCES

- Intersections shall be located to ensure that Safe Sightline Distances are maintained.

Note: For vehicle accesses fronting an Local Access, Collector or Arterial Route (as defined in the Roding Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.

For vehicle accesses and intersections fronting a State Highway, compliance with the NZ Transport Agency's standards for entrance/access ways is deemed an acceptable means of compliance.

Changes to Section 33.1 Definitions

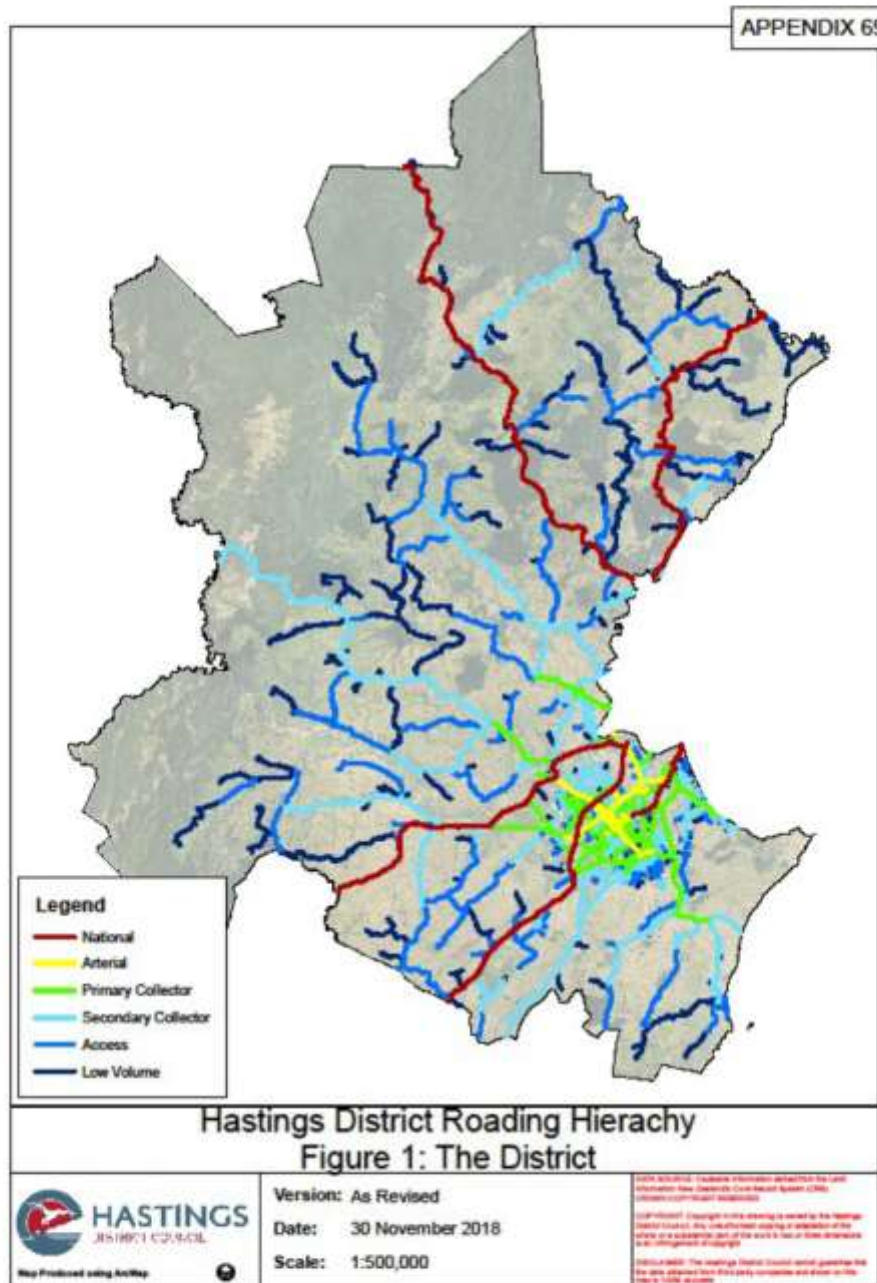
Engineering Code of Practice	Means Engineering Code of Practice 2020
Transport Roding Hierarchy:	<p>Classifies roads within the Hastings District Transport Roding Network depending on their function, location and traffic carrying capacity. The hierarchy adopts a four-level classification:</p> <ul style="list-style-type: none"> Regional Arterials: Routes which are of strategic regional importance, and a significant element in the regional economy. District Arterials: Routes which are of strategic importance and a significant element in the local economy. Collector Routes: Routes which are locally preferred between or within areas of population or activities and complimentary arterials

- **Arterial:** Roads of strategic regional importance and contributing significantly to the regional economy. Linking regionally significant places, industries, ports or airports. Additionally, may perform a 'lifeline' function.
- **Primary Collector:** Roads of strategic importance which provide significant links within the local economy. Links to arterials or state highways.
- **Secondary collector:** These roads link population and economic sites. Locally preferred routes or within areas of population and activities.
- **Access Roads:** These roads provide access and connectivity. Roads whose primary function is a street for people, public space, meeting, gathering as well as accessing property. These also provide access to the wider network. The low volume roads are included under this classification.

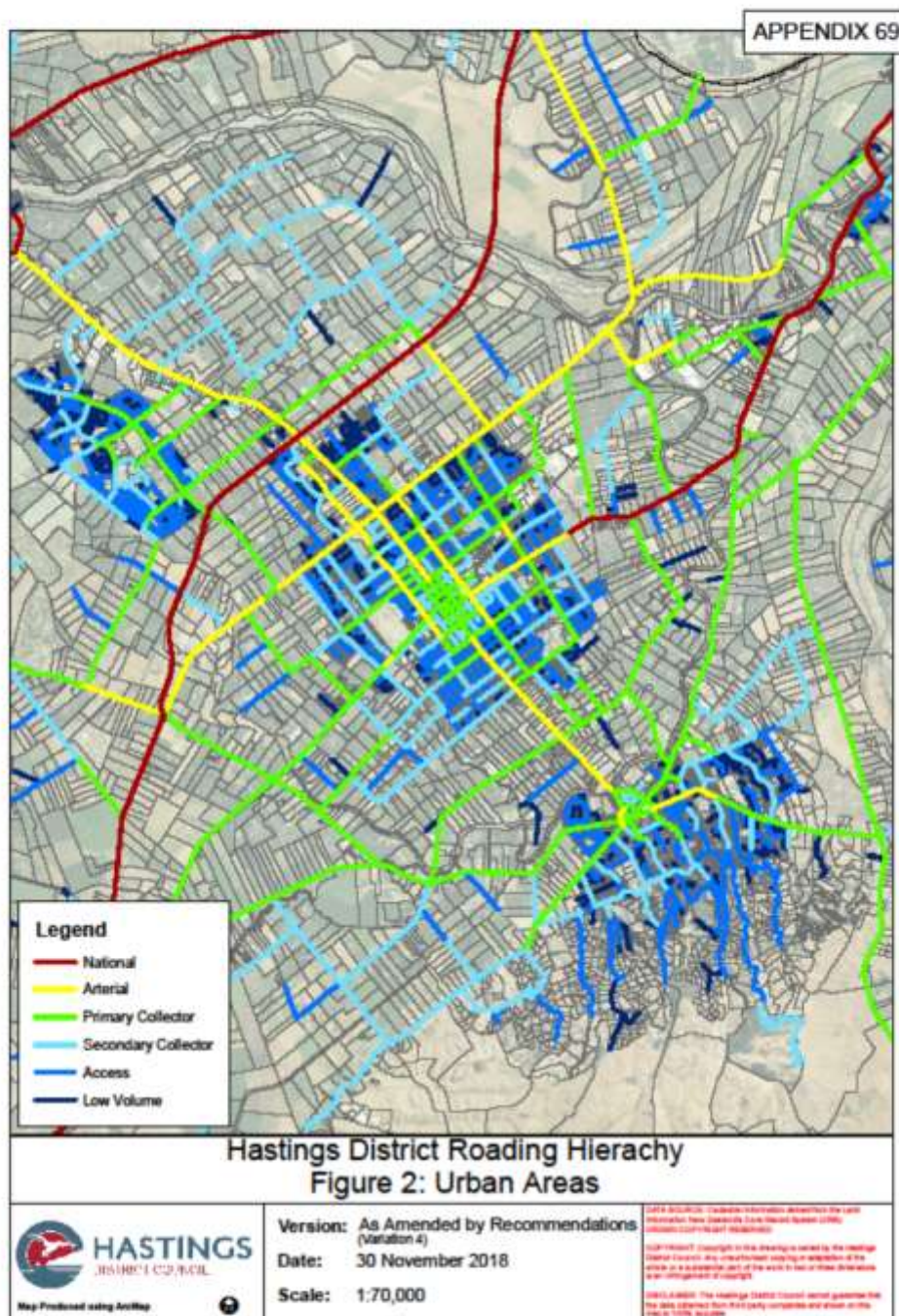
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Changes to Appendix 69

REVISED Appendix 69 - Replace existing Figure 1 & 2 and add Roding Hierarchy table as follows:



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HASTINGS DISTRICT ROADING HIERARCHY (adapted from the New Zealand Transport Agency's One Network Road Classification)		
CLASSIFICATION	DESCRIPTION	ROAD TYPES INCLUDED
Arterial	Roads of strategic regional importance and contributing significantly to the regional economy. Linking regionally significant places, industries, ports or airports. Additionally, arterial roads may perform a 'lifeline' function.	State Highways (<i>not managed by Council</i>) and major local roads that are of an inter-regional nature and provide links between significant areas of population and other inter-urban links.
Primary Collector	Roads of strategic importance which provide significant links within the local economy. Links to arterials or state highways.	Links between areas of activity within a community, providing alternative links between centres of population and contributing significantly to the movement of goods or produce.
Secondary Collector	These roads link population and economic sites. Locally preferred routes or within areas of population and activities.	Road giving connectivity between local populations areas and places of interest. Most roads within an industrial area would be collector roads.
Access Roads (includes Low Volume roads)	These roads provide access and connectivity. Roads whose primary function is a street for people, public space, meeting, gathering as well as accessing property. These also provide access to the wider network.	All Council roads not categorised in the above hierarchies and servicing land use activities including cul-de-sacs.

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Consequential Changes

The Plan currently references the Engineering Code of Practice variously as 'ECOP', 'Code of Practice', 'Engineering Code of Practice 2011', 'Engineering Code of Practice for Subdivision and Land Development (2011)' and 'Engineering Code of Practice Standards (for public roads)'. This Plan Change proposes using consistent referencing to 'Engineering Code of Practice (2020)' or 'Engineering Code of Practice' hyperlinked to the definition as outlined above in Changes to Section 33.1 Definitions.

Changes to 2.8 Rural Resource Strategy

Reference	Provision
Policy RRSP4	<p><i>Rural land close to urban areas or on primary collector, arterial or national traffic corridors will be managed to avoid sporadic and uncontrolled conversion to activities that will individually or cumulatively adversely affect the sustainability of the rural resource base and the efficiency of the road network.</i></p> <p><u>Explanation</u></p> <p>There is significant pressure from urban activities to expand onto rural land close to the present urban areas because of marketing or other financial advantages. The District Plan does not provide for the uncontrolled conversion of rural land to a range of residential, commercial or industrial activities. Such activities can adversely affect the sustainable use of rural resources by: amenity conflict, where new activities (particularly residential) anticipate and desire a higher level of amenity than neighbouring rural productive activities can provide; reducing the life supporting capacity of the soil resource and its availability to future generations through impervious ground coverage; and reducing the safety and efficiency of national, or arterial or primary collector traffic routes through an increased number and use of road accessways. They can also negatively affect the viability of the existing Commercial and Industrial Zones. The District Plan will encourage the development of these activities in urban areas, to ensure the controlled development of urban activities at the interface with the rural area (see Section 2.4 Urban Strategy).</p>
2.8.5 Methods	<p>Hastings District Plan</p> <p>...</p> <p><u>Special Purpose Zone: Regional Sports Park (Section 13.2):</u></p> <p>This Zone provides for the establishment of a comprehensively planned regional sports and recreation facility. The need for such a facility has previously been confirmed by the Council and, following a detailed analysis of alternative sites, the preferred site identified near Hastings in the rural area. The Zone has implications particularly with respect to the sustainable management of rural land close to urban areas or on primary collector, arterial or national traffic corridors.</p>

Changes to 2.9 Industrial Strategy

Reference	Provision
POLICY ISP4	<p><i>Future growth areas shall integrate with the Regional Transport Strategy and mitigate effects on the District and Regional roading network.</i></p> <p><u>Explanation</u></p> <p>Industries require efficient road networks to link with the regional traffic routes and other transport hubs such as the Port of Napier and Hawke's Bay Airport. Any new industrial areas need to locate near to key national or arterial routes and/or the Hawke's Bay/East Coast Railway line to ensure efficient transfer of raw materials and manufacturing goods.</p>

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Changes to Section 5.4 Rural Residential Zone

Reference	Provision
5.4.5B Yards	The following are required:... Loading ramps fronting Local Access Roads (i.e. roads that are not defined as Collector or Arterial Routes in Appendix 69) are exempt from the front yard requirements.

Changes to 6.2 Plains Production Zone

Reference	Provision
6.2.5B	YARDS The following setback distances are required: 4. Accessory Buildings (associated with residential and land based primary production) and Loading Ramps Front yard 7.5 metres All other boundaries 5.0 metres Yards for accessory buildings and loading ramps may be reduced to 1.5 metres where adjoining owners' consent is obtained. Loading ramps fronting local access roads (i.e. roads not defined as collector or arterial routes) are exempt from the front yard requirements.

Changes to 6.3 Plains Settlement Zone

Reference	Provision
6.3.5J	FENCING 1 <u>Hastings General Residential Zone and City Living Zone</u> a. <u>Fences that front onto Local Access Roads*</u> Fences within the front boundary setback (front yard) of a site shall have a maximum height above ground level of 1.5m. Except that: fences may be constructed up to a maximum height of 1.8m above ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. ...

Changes to 7.2 – Hastings Residential Environment

Reference	Provision				
7.2.5F	BUILDING SETBACKS <u>Hastings General Residential Zone and City Living Zone</u> All buildings shall comply with the stated setback requirements in the table below <table border="1"> <tr> <th>FRONT BOUNDARY SETBACK</th><th>SETBACK FROM ALL OTHER SITE BOUNDARIES</th></tr> <tr> <td>3 metres (Local Access Roads)</td><td>1 metre</td></tr> </table>	FRONT BOUNDARY SETBACK	SETBACK FROM ALL OTHER SITE BOUNDARIES	3 metres (Local Access Roads)	1 metre
FRONT BOUNDARY SETBACK	SETBACK FROM ALL OTHER SITE BOUNDARIES				
3 metres (Local Access Roads)	1 metre				

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	5 metres (Collector and Arterial roads)	
7.2.5L	<p>Fences</p> <p>....</p> <p>1. Hastings General Residential Zone and City Living Zone</p> <p><u>Sites that front onto Local Access Roads*</u></p> <p>a. Fences within the front boundary setback (front yard) of a site shall have a maximum height above the existing ground level of 1.5 metres.</p> <p>b. Except that: fences may be constructed up to a maximum height of 1.8 metres above the existing ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction.</p> <p>c. Fences on all other boundaries of a site shall have a maximum height of 1.8m</p> <p>...</p> <p>*Note : Refer to Appendix 69 for details of the Road Hierarchy (this defines local access roads from collector and arterial roads).</p>	
7.2.5M	<p>TRAFFIC GENERATION</p> <p>All Hastings Residential Zones</p> <p>Motor vehicle movements on local access roads as shown in Appendix 69, shall not exceed the following threshold limits:</p> <p>Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over Any 7 Day Period:</p> <p>HCV-II - Nil</p> <p>HCV-I - 1</p> <p>All Others - 30</p>	
7.2.6E	<p>COMPREHENSIVE RESIDENTIAL DEVELOPMENT</p> <p>7. RELATIONSHIP OF BUILDING TO STREET</p> <p>a. Where the parent site adjoins an Local Access Road, a front yard setback of 3m shall apply to all buildings. Where the road boundary of a parent site adjoins a Collector or Arterial Road the front yard setback for all buildings shall be 5m.</p>	
7.2.6.1C	<p>SCHEDULED ACTIVITY S5 – ROYSTON HOSPITAL</p> <p>1. Yards</p> <p>All buildings shall comply with the following yard requirements:</p> <p>Front Yard – 3 metres local-access road</p> <p>Front Yard – 5 metres primary collector road</p> <p>All other yards – 1.5 metres</p>	
7.2.6.1F	<p>SCHEDULED ACTIVITY - S8 – TAIKURA RUDOLPH STEINER SCHOOL</p> <p>2. Building Setbacks</p> <p>All buildings shall comply with the stated setback requirements:</p> <p>Front boundary: 3 metres (frontage to Local Access Roads)</p> <p>Front boundary: 5 metres (frontage to Arterial or Collector Roads)</p> <p>Other boundaries (excluding boundaries internal to the S8 site): 1 metre</p> <p><u>Note:</u> for all other standards refer to 7.2.5 and 7.2.6 where relevant.</p>	

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Changes to 7.3 Hastings Commercial Environment

Reference	Provision
CSA02	Commercial development that is conveniently located off arterial or primary collector roads and in close proximity to the retail core of Hastings City.
POLICY LFRP3	(d) Activities that are conveniently located and easily accessed from arterial or primary collector roads...
POLICY LFRP5	Explanation: ... Important arterial and collector routes which feed into the central city are a feature of the Zone and the impact of the building design, orientation and landscaping on these public streetscapes needs to be considered. These aspects will be considered by means of design assessment through the Resource Consent process.
7.3.5J	LANDSCAPING 1. Commercial Service Zone ... b. Where the front boundary of the site is the road boundary of any District or Regional Arterial or Primary Collector Road (as classified in the Hastings District Road Hierarchy in Appendix 69) for the length of its frontage the site shall be planted to a depth of 1 metre (existing landscaping may be included in this calculation).
7.3.7.2H	LANDSCAPING AND SCREENING a. The extent to which planting and landscaping is used to: Mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces and interfaces along state highways, and arterial and primary collector transport corridors.
7.3.7.4A	ASSESSMENT CRITERIA FOR NON-COMPLYING ACTIVITIES DEVELOPMENT IN THE LARGE FORMAT RETAIL ZONE ... (j) Whether the activity will be located on an Arterial or Primary Collector Road as shown in the District Planning Maps, thereby occupying a high profile location that would be more appropriate for Large Format Retailing Activities; ...
7.3.7.4B	STANDALONE OFFICE AND RETAIL ACTIVITIES IN THE COMMERCIAL SERVICE ZONE ... (l) Whether the activity will be located on an Arterial or Primary Collector Road as shown in Appendix 69, thereby occupying a high profile location that would be more appropriate for a Commercial Service Activity.

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Changes to 7.4 Regional Hospital Zone

Reference	Provision
7.4.6B	YARDS 1. All Activities (a) Front yard setback: (i) With frontage to Local Access Roads: 3m minimum (ii) With frontage to Collector or Arterial Roads: 5m minimum (Omahu Road and Orchard Road, for Road Hierarchy see Section 2.5 and Road Hierarchy Maps in the District Planning Maps)

Changes to 7.5 Light Industrial Zone

Reference	Provision
7.5.6.3	SETBACKS (a) <u>Front Yards</u> No part of any building shall be located within the following yards: Front Yard Sites opposite or adjacent to a Residential Zone 2 metres Boundaries adjacent to an arterial or primary collector route 2 metres All other instances Nil

Changes to 8.2 Havelock North Residential Environment

Reference	Provision
8.2.5D	BUILDING SETBACKS a. Havelock North General Residential Zone (Except for Comprehensive Residential Development on sites identified in Appendix 29) i. <u>Front boundary</u> 3 metres (with frontage to Local Access Roads). 5 metres (with frontage to Arterial or Collector Roads).
8.2.5K	FENCING 1. <u>Havelock North General Residential Zone (Except Comprehensive Residential Development on sites identified in Appendix 29)</u> a. <u>Fences that front onto Local Access Roads*</u> Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres <u>Except</u> that fences may be constructed up to 1.8m in height above ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. *Guidance Note: Refer to the Appendix 69 for details of the Road Hierarchy (this defines Local Access Roads from Collector and Arterial Roads).

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8.2.5L	<p>TRAFFIC GENERATION</p> <p><u>All Zones</u></p> <p>Motor vehicle movements generated by activities on sites on local access roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits:</p> <p>Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period</p> <p>HCV-II: Nil</p> <p>HCV-I: 1</p> <p>All others: 30</p> <p>Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.</p>
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Changes to 8.4 Te Mata Special Character Zone

Reference	Provision
8.4.5B	<p>YARDS</p> <p>3. Accessory Buildings</p> <p>Front Yard 7.5 metres</p> <p>All other yards 5.0 metres</p> <p>Loading ramps fronting local access roads (ie: roads that are not defined as collector or arterial routes in Appendix 69) are exempt from the front yard requirements.</p>

8.6 Iona Neighbourhoods

Reference	Provision
8.6.4B	<p>Motor vehicle movements generated by activities on sites on local access roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits:</p> <p>Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period</p> <p>HCV-II: Nil</p> <p>HCV-I: 1</p> <p>All others: 30</p> <p>Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.</p>

Changes to 8.5 Havelock North Village Centre

Reference	Provision
8.5.8D	<p>ACTIVITIES FRONTING DISTRICT ARTERIAL ROADS</p> <p>(a) Whether any vehicular entry/exit onto District arterial Primary Collector Roads can be located and designed to maintain or enhance traffic flow.</p> <p>(b) Whether any development fronting a District Arterial Primary Collector Road has any adverse effect on traffic safety, traffic capacity, or the visual amenity values of the route.</p>

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	<p>(c) Whether the cumulative effects on traffic safety and efficiency from multiple vehicular access and development on District Arterial Primary Collector Roads can be adequately addressed.</p> <p>The criteria are designed to be flexible and provide opportunities for site responsive designs, while ensuring that developments provide a positive contribution to the character and amenity of both residential and/or commercial areas in the Zone.</p>
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Changes to 9.2 Flaxmere Residential Zone

Reference	Provision
9.2.5E	<p>BUILDING SETBACKS</p> <p>a. General</p> <p>Unless otherwise provided for below as a Place of Assembly, any building used for any residential or non-residential activity within the residential area of Flaxmere is subject to this setback requirement.</p> <p>i. Front Yard</p> <p>Buildings fronting Local Access Roads 3 metres Buildings fronting Collector or Arterial Roads 5 metres <i>(For Road Hierarchy see refer to the Road Hierarchy Maps in Appendix 69 and Section 2.5 in the District Plan Text).</i></p> <p>...</p>
9.2.5J	<p>FENCING</p> <p>1. Road Frontage</p> <p>a. Fences that front onto Local Access Roads*</p> <p>Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres. <i>Except that:</i> fences may be constructed up to height of 1.8 metres above the existing ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction.</p> <p>...</p> <p><i>*Note: Refer to the Road Hierarchy (this defines local access roads from collector and arterial roads) in Section 2.5 and illustration in Appendix 69.</i></p>
9.2.5L	<p>TRAFFIC GENERATION</p> <p>Motor vehicle movements generated by activities on sites on local access roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits:</p> <p>Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period</p> <p>HCV-II: Nil HCV-I: 1 All others: 30</p> <p>Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.</p>

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Changes to 9.3 Flaxmere Village

Reference	Provision
9.3.1	Introduction <p>... The large tract of land owned by Council contains the public pools, skate park, tennis courts, basketball court and the library/community centre/rock climbing centre. The Village Centre is within walking distance of surrounding housing and is in close proximity to State Highways 50A and 50 and the District arterial Primary Collector route of Flaxmere Avenue.</p>

Changes to 10.1 Clive-Whakatu Strategic Management Area

Reference	Provision
10.1.1	INTRODUCTION <p>...</p> <p>The Clive commercial area is centred around the radius of local access and local collector roads off the State Highway. There is a small hotel and small block of commercial shops on the southern side of the road and a service station and a number of individual shops exist on the northern side.</p>

Changes to 10.2 Clive – Whakatu Residential Zone

Reference	Provision
POLICY CWRP4	Explanation <p>Environmental quality in residential areas can be degraded by the impacts of excessive through traffic volumes using local streets. In Clive, this is an issue where arterial national routes are located close to housing. In addition, inadequate on-site provision of parking for both residential and non-residential activities, adds to amenity, congestion and safety impacts.</p>
10.2.5D	Building Setbacks a. Front Boundary <p>i. <u>On sites with frontage to Local Access Roads:</u> 5 metres</p> <p>...</p>
10.2.5I	FENCING <p>(a) Fences that front onto Local Access Roads*</p> <p>Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres. Except that fences may be constructed up to 1.8 metres in height above the existing ground level if a minimum of the top 300mm is able to be seen through in the manner of a picket, trellis, wire mesh and steel pool fence construction.</p> <p>(b) Fences that front onto National, Collector or Arterial Roads*</p> <p>(c) Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height of 1.8 metres and may be made of solid materials.</p> <p>(d) <u>Fences on Corner Sites of National, Collector or Arterial Roads*</u></p>

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	<p>Fences within the front yard of a site shall have a maximum height above the existing ground level of 1.8 metres and may be made of solid materials.</p> <p>Except that:</p> <p>Corner sites that front a national, collector or arterial road shall have a maximum fence height of 1 metre for a distance that is subject to the following calculation:</p> <p>...</p>
10.2.5J	<p>TRAFFIC GENERATION</p> <p>Motor vehicle movements generated by activities on sites on local access roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits:</p> <p>Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period</p> <p>HCV-II: Nil</p> <p>HCV-I: 1</p> <p>All others: 30</p> <p>Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.</p>

Changes to 11.2 Haumoana Te Awanga Residential Zone

Reference	Provision
11.2.5K	<p>FENCING</p> <p>(a) Fences that front onto Local Access Roads</p> <p>Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres.</p> <p><i>Except that fences may be constructed up to 1.8 metres in height above the existing ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction.</i></p> <p>...</p> <p><i>Note : Refer to Appendix 69 for details of the Road Hierarchy (this defines Local Access Roads from Collector and Arterial roads).</i></p>
11.2.5L	<p>TRAFFIC GENERATION</p> <p>Motor vehicle movements generated by activities on sites on local access roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits:</p> <p>Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period</p> <p>HCV-II: Nil</p> <p>HCV-I: 1</p> <p>All others: 30</p> <p>Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.</p>

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Changes to 12.2 Coastal Settlements Zone

Reference	Provision
12.2.5J	<p>FENCING</p> <p>(a) Fences that front onto Local Access Roads*</p> <p>Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres.</p> <p>Except that fences may be constructed up to a maximum height of 1.8 metres if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction.</p> <p>...</p> <p><i>*Note: Refer to Planning Maps for details of the Road Hierarchy (this defines local access roads from collector and arterial roads).</i></p>

12.3 Waimarama Settlements Zone

Reference	Provision
12.3.5J	<p>FENCING</p> <p>(a) Fences that front onto Local Access Roads*</p> <p>Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres.</p> <p>Except that fences may be constructed up to a maximum height of 1.8 metres if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction.</p> <p>...</p> <p><i>*Note: Refer to Planning Maps for details of the Road Hierarchy (this defines local access roads from collector and arterial roads).</i></p>

Changes to 14.1 Industrial Zone

Reference	Provision										
Policy IZP9	Require the provision of on-site landscaping along front boundaries in industrial areas located along the high profile national and arterial routes which provide an entrance to the Hastings urban areas.										
14.1.6A.3	<p>SETBACKS</p> <p>a) Front Yards</p> <p>No part of any building shall be located within the following yards:</p> <table border="1"> <thead> <tr> <th>Areas</th><th>Front yard</th></tr> </thead> <tbody> <tr> <td>...</td><td></td></tr> <tr> <td>All other General Industrial Areas</td><td></td></tr> <tr> <td>...</td><td>...</td></tr> <tr> <td>Boundaries adjacent to any other Arterial or Primary Collector Route</td><td>2 metres</td></tr> </tbody> </table>	Areas	Front yard	...		All other General Industrial Areas		Boundaries adjacent to any other Arterial or Primary Collector Route	2 metres
Areas	Front yard										
...											
All other General Industrial Areas											
...	...										
Boundaries adjacent to any other Arterial or Primary Collector Route	2 metres										

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25.1 Noise

Reference	Provision
POLICY NSP8	<i>Have regard to the design and provision of effective noise mitigation on all new Regional and District Arterials, and Collector Roads constructed in the District.</i>
POLICY NSP11	<i>Require acoustic insulation of new noise sensitive activities and the addition of a habitable space to existing noise sensitive activities where they are located in Urban Development Areas adjacent the major national, arterial or primary collector routes.</i>
25.1.7D	NOISE SENSITIVE ACTIVITIES WITHIN THE MAJOR-ARTERIAL ROAD NOISE BOUNDARIES (a) The following Minimum External Sound Insulation Level Standards shall apply to all habitable spaces within any noise sensitive activity within the Major-Arterial Road Noise Boundary as shown in Appendices Appendix 11 and Appendix 14 (including the addition or alteration of a habitable space which exceeds 10% of the existing gross floor area):
25.1.8B	REVERSE SENSITIVITY EFFECTS (a) Whether the design, including location, and methods and construction techniques proposed are likely to avoid or mitigate reverse sensitivity effects on the major national , arterial and primary collector road network Bridge Pa Aerodrome or legitimately established commercial and industrial activities;

Changes to Section 26.1 Transport and Parking

Reference	Provision
Policy TPP4	<i>Protect the strategic and arterial transport networks from inappropriate development.</i> <u>Explanation</u> A sustainable transport network for Hastings District is one where proper consideration is given to the relationship between land use and transport effects, including the long term consequences. The strategic, national , arterial, and primary collector routes are vital to the long term growth of the District and therefore must be protected against development that would affect their efficiency and effectiveness.
26.1.6A	2. Distance of Vehicle Accesses from Road Intersections ... (a) Residential, Industrial and Commercial Zones The distance that a vehicle access to any property may be sited from any Local Access Road intersection as defined in the Roading Hierarchy in Appendix 69, shall be a minimum of 15m or the extent of the property boundary whichever is the least. ... <i>Note: Vehicle access in relation to Collector or Arterial Road intersections as defined in the Roading Hierarchy in Appendix 68 69 shall be subject to Road Safety Audit as deemed necessary by the Road Controlling Authority.</i> 3. Vehicle access to Property Zoned General Industrial (Irongate Area) Except where the Engineering Code of Practice Driver Sightline Requirements are greater; <ol style="list-style-type: none"> The minimum separation distance between vehicle accesses shall be 15m. No vehicle access located on Maraekakaho Road shall be closer than 100m to an intersection.

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	<p>c. No vehicle access located on a Local Access Road or District-Collector Road shall be closer than 30m to Maraekakaho Road.</p> <p>---</p>
26.1.6B	<p>SAFE SIGHTLINE DISTANCES</p> <p>1. Intersections shall be located to ensure that Safe Sightline Distances are maintained.</p> <p><i>Note: For vehicle accesses fronting an Local Access, Collector or Arterial Route (as defined in the Roading Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.</i></p> <p>---</p>

Changes to Section 30. 1 Subdivision and Land Development

Reference	Provision
30.1.7E	<p>PROPERTY ACCESS</p> <p>---</p> <p>2. Access to property in General Industrial Irongate Area except where the Engineering Code of Practice driver sightline requirements are greater:</p> <p>a. The minimum separation distance between vehicle accesses shall be:</p> <p>- 15m</p> <p>b. No vehicle access located on Maraekakaho Road shall be located closer than 100m to an intersection.</p> <p>c. No vehicle access located on a Local Access Road or District-Collector Road shall be closer than 30m to Maraekakaho Road.</p> <p>---</p>

Changes to Appendix 11

Appendix 11 (Lyndhurst Urban Development Area Structure Plan)

Reference	Provision
LSP -O2	<p>Road upgrading shall proceed in tandem with staged development of Lyndhurst. The following works shall either be undertaken by developers or funded through financial contributions:</p> <ul style="list-style-type: none"> The following local access roads will be upgraded to an urban standard, with kerb and channel: <ul style="list-style-type: none"> Lyndhurst Road (upgrade western side only north west of the intersection with Nottingham Road), 11m carriageway with footpath, cycle lane and parking on western side, and urban street lighting. Such upgrading must also be undertaken to ensure that the existing natural overland flow channels towards the Begley Drain and other existing defined low points are replicated, or amended in consultation with potentially affected persons, so as to protect adjoining properties on Plains Zone land from flood damage; Arbuckle Road, 11m carriageway with footpath, parking and cycle space on both sides and urban street lighting; Ikanui Road, 11m carriageway with footpath, parking and cycle space on both sides and urban street lighting. Nottingham Road, widen the north western side between Ballantyne Street and Lyndhurst Road (providing for kerb and channel, parking, footpath and cycle lanes), so that the road width is approximately 14m; provide traffic calming, including street planting, to promote residential street theme and assist in reducing traffic speeds, and urban street lighting. <p>---</p>

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Summary of Consequential Amendments to Hastings District Plan

Consequential amendments to terminology will be required across the plan in a number of places including the following:

#	District Plan Chapter	Terminology requiring amendment					
		Replace the following terms: <ul style="list-style-type: none"> Engineering Code of Practice 2014; ECOP, Engineering Code of Practice Standards (for public roads); Engineering Code of Practice for Subdivision and Land Development (2014); with 'Engineering Code of Practice (2020)' or 'Engineering Code of Practice' as appropriate.	'Transport hierarchy' replace with 'Roading Hierarchy'	'Regional Arterial' replace with 'Arterial'	'District Arterial' replace with 'Primary Collector'	'Collector Routes' replace with 'secondary collector'	'Local Road' replace with 'Access' Road
2.4	Urban Strategy	✓		✓			
2.5	Transportation Strategy	✓	✓		✓		✓
2.8	Rural Resource Strategy	✓		✓	✓		
2.9	Industrial Strategy	✓		✓	✓		
2.10	Commercial Strategy	✓					

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5.3	Rural Residential Zone	✓					
5.4	Tuki Tuki Special Character Zone	✓		✓			
6.3	Plains Settlement Zone	✓	✓				✓
7.1	Hastings Strategic Management Area	✓					
7.2	Hastings Residential Environment	✓	✓		✓		✓
7.3	Hastings Commercial Environment	✓	✓	✓	✓	✓	✓
7.4	Regional Hospital Zone	✓	✓		✓		✓
7.5	Light Industrial Zone	✓			✓		
8.2	Havelock North Residential Environment	✓	✓				✓
8.5	Havelock Village North Centre	✓	✓		✓		✓
8.6	Iona Neighbourhoods	✓	✓				✓
9.1	Flaxmere Strategic Management Area	✓	✓				✓
9.2	Flaxmere Residential Zone	✓	✓		✓		✓

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9.3	Flaxmere Village Centre	✓	✓			✓	✓
10.1	Clive Whakatu Strategic Management Area	✓	✓				✓
10.2	Clive Whakatu Residential Zone	✓	✓	✓	✓		✓
10.3	Clive Suburban Commercial Zone	✓	✓				✓
11.2	Haumoana Te Awanga Residential Zone	✓	✓				✓
12.2	Coastal Settlements Zone	✓	✓				✓
12.3	Waimamara Settlement zone	✓	✓				✓
14.1	Industrial Zone	✓			✓		
18.1	Heritage Items & Notable Trees	✓	✓				✓
19.1	Riparian Land Management	✓	✓				✓
25.1	Noise	✓		✓			
26.1	Transport and Parking	✓	✓		✓	✓	✓
30.1	Subdivision and Land Development	✓	✓				✓
33.1	Definitions	✓	✓				✓
Appendix 11	Lyndhurst Urban Development	✓	✓				✓

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Appendix 13	Arataki Urban Development	✓				✓	
Appendix 13A	Iona Urban Development	✓	✓				✓
Appendix 15	East Road Development	✓	✓				✓
Appendix 15A	Te Awanga Downs Structure Plan	✓	✓				✓
Appendix 18	Kopaki Bay Rural Residential	✓	✓				✓
Appendix 19	Omarunui Regional Landfill	✓	✓				✓
Appendix 52	Outstanding Trees	✓	✓				✓
Appendix 53	Significant Trees	✓	✓				✓
Appendix 66	Designations	✓	✓	✓	✓		✓