

Thursday, 18 July 2024

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council
Hearings Committee Meeting

Kaupapataka

Attachments – Volume 5

(Oderings Nurseries CHCH Limited - 55 and 57 Brookvale Road, H Nth)

Te Rā Hui:
Meeting date: **Thursday, 18 July 2024**

Te Wā:
Time: **9.30am**

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

ITEM	SUBJECT	PAGE
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2. ORDERINGS NURSERIES CHCH LIMITED - RESOURCE CONSENT APPLICATION FOR RESIDENTIAL DEVELOPMENT OF 55 AND 57 BROOKVALE ROAD, HAVELOCK NORTH (RMA20230145)

Document 3

Containing these attachments

Attachment A	Reporting Officer Assessment against HDP Standards & Terms	Pg 3
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Attachment C	Hazards Portal Property Report	Pg 35
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Attachment H	Applicants Response to Council Engineers Memo	Pg 77
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Appendix E: Assessment of proposal against relevant General & Specific Performance Standards and Terms in the Hastings District Plan

Relevant Conditions	Compliance?	Comments
6.2 PLAINS PRODUCTION ZONE		
6.2.5 GENERAL PERFORMANCE STANDARDS AND TERMS		
6.2.5A Building Height <i>[...2. All other buildings or structure Maximum height 10 metres...]</i>	Yes	All four dwelling types for the proposed development will not exceed the maximum height limit of 10m.
6.2.5B Yards <i>[1. Residential Activities Residential Buildings (including supplementary units) on Plains Production Sites Front yard 7.5 metres All other boundaries 15.0 metres... 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...]</i>	No	None of the proposed dwellings will meet the front yard setback of 7.5m or the 15m setback for all other boundaries in the Plains Production Zone.
6.2.5C Protection of Flood Channels <i>[Note: Under the Regional Resource Management Plan, there is a requirement for buildings, structures, fences, planting, the deposit of earth, shingle or debris, or any activity which impedes access to any river, lake or watercourse to be set back from the bed of a river, lake or artificial watercourse which is within a land drainage or flood control scheme area.]</i>	Yes	The site adjoins the Karituwhenua Stream. The applicant is applying to the Hawke's Bay Regional Council with respect to aspects of the proposed development that trigger resource consent under the Regional Resource Management Plan.
6.2.5D Screening <i>[a. Outdoor storage areas of commercial, industrial, and winery activities shall be fully screened by fencing and/or planting from adjacent or opposite commercial and residential activities and motorists using public roads. b. Outdoor display areas and parking areas of commercial, industrial, and winery activities shall have landscaping which consists of a mixture of ground cover and specimen trees with a minimum width of 2.5 metres...]</i>	Yes	The proposed carpark is ancillary to the existing commercial activity on the site. The landscaping proposed for the parking area consists of a mixture of ground cover and specimen trees that exceeds 2.5m width along the western boundary (within adjoining access lot for proposed Lots 7, 8 & 9).
6.2.5E Light and Glare	Yes	The applicant has submitted a concept lighting design for the internal access roads, proposed roundabout, and proposed

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<i>[All external lighting shall be shaded or directed away from any residential buildings or roads, and shall be less than 8 lux spill measured at a height of 1.5 metres above the ground at the boundary of the site.]</i>		carpark prepared by Techlight (dated 21-07-23), that shows external lighting can comply with this standard.
6.2.5F Traffic Sightlines, Parking, Access and Loading <i>[Activities shall comply with the provisions of Section 26.1 of the District Plan on Transport and Parking]</i> 26.1.6A Access 1. Access to Property <i>(a) Every owner or occupier shall provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas from an existing, formed legal road, to enable vehicles to enter the site, except where the site has Designated Retail Frontage (see Appendix 30) or where the site is within the Flaxmere Commercial Zone...</i> <i>(c) The minimum legal widths for private access are contained in Table 26.1.6.1-1 below. Private access to properties shall allow the safe passage from the edge of the road to the legal boundary of the lot for a single site or household unit. For two or more sites or household units or for any Right of Way, formation of the access to the activity undertaken on the site is required in compliance with Table 26.1.6.1-1....</i> Table 26.1.6.1-1 Minimum Legal Widths of Private Access – Residential and Home Occupation Table 26.1.6.1-2 Minimum Legal Widths of Private Access Rural Environments – Commercial, Industrial and Other Activities 26.1.6B Safe Sightline Distances 1. Intersections shall be located to ensure that Safe Sightline Distances are maintained. 26.1.6C Loading 1. All Activities except Residential Activities <i>(a) Provision of Loading Spaces</i> <i>(i) Every owner or occupier who proposes to construct or substantially alter, reconstruct or add to a building on any site, or change the activity carried out on the site shall provide a Loading Space. The Loading Space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, except where a service lane is designated or provided, or where the site has Designated Retail Frontage (see Appendix 30). Separate Loading Spaces</i>	No	The Traffic Assessment Report submitted in support of the application by East Cape Consulting (dated 30 May 2023) describes access, parking, and loading aspects of the proposal (pgs 11-13). <i>'Access and Parking</i> <i>Two lots (Lot 1 and Lot 35) are proposed to have direct property access to Brookvale Road. All other lots and the existing garden centre will be accessed via the existing entry road which will be reconfigured.</i> <i>The garden centre will have a central parking area with 40 parking spaces, including two accessible spaces. This carpark and the residential lots will be accessed via the existing access road, which is proposed to have a roundabout at the carpark access. The loop road beyond the roundabout is proposed to be private and provide access to housing only.</i> <i>Walking routes are provided throughout the site to provide access to the individual lots and the garden centre, and link with the existing paths on Romanes Drive and in Guthrie Park. The planned routes and path types are shown as Figure 12. The paths shown in dark green are intended to be public whilst the shared space generally north of the roundabout is proposed to be private.</i> <i>A footpath is also proposed along half of the site frontage, from the western boundary to the access road.</i> Road Cross Sections <i>The existing access is proposed to be formed as an 18m wide corridor, with a 7m wide carriageway and paths on both sides. The private loop road is proposed to operate as a shared space with a single carriageway width of 6m. Additional width is provided in some areas to provide a total of eight parallel indented on-street parking spaces around the loop.</i>

Relevant Conditions	Compliance?	Comments				
<p>shall be provided for each occupier of the site if there are more than one. The Loading Space shall be additional to the parking required in Table 26.1.6.1-4.</p> <p>(ii) Every Loading Space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The Loading Space shall not be stacked or located within vehicle manoeuvring areas.</p> <p>(iii) The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.</p> <p>(iv) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.</p> <p>(b) Design of Loading Spaces</p> <p>The design of Loading Spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following design vehicles:</p> <p>(i) Activities requiring loading facilities or servicing from heavy vehicles: A "Single Unit Bus / Truck" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.</p> <p>(ii) Where articulated vehicles or trucks and trailers are anticipated: A "Prime Mover and Semi-Trailer" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.</p> <p>(iii) The following minimum dimensions are provided as a means of compliance:</p> <p>Warehouses, Transport depots, bulk stores and similar must have a minimum length of 20 metres and a minimum width of 3 metres.</p> <p>Retail activities, offices, manufacturing premises and similar must have a minimum length of 8.5 metres and a minimum width of 3 metres...</p> <p>26.1.6D Parking</p> <p>1. Provision of On-Site Parking</p> <p>The District Plan no longer contains provisions that require on-site vehicle parking, with exception to those included in the general and specific performance standards of this section of the Plan.</p> <p>3. Parking Spaces for People with Disabilities</p> <p>a) A minimum of accessible car parking spaces shall be provided according table below:</p> <table><tr><th>Total Number of Car Parks</th><th>Number of Accessible Spaces</th></tr><tr><td>1-20</td><td>Not less than 1</td></tr></table>	Total Number of Car Parks	Number of Accessible Spaces	1-20	Not less than 1		<p>A 4.5m and 7m wide shared access driveway typology is proposed to serve lots 14-19 and lots 30-34 respectively. This cross-section will accommodate vehicle, pedestrian and cycle access, it also provides for vehicle manoeuvring space in a shared environment.</p> <p>A similar cross-section with 3m wide accessway, widening to 5m where to allow for passing manoeuvres, is proposed to serve the three lots (Lots 7-9) near the garden centre car park.</p> <p>Loading and Servicing</p> <p>The site has been designed to accommodate:</p> <ul style="list-style-type: none">• An 11.5m large rigid truck circulating around the residential area. This represents a furniture removal/delivery truck, which will occasionally visit the site. It is noted that a rubbish collection vehicle, which will regularly visit the site, is typically smaller;• An 8m medium rigid truck, 11.5m large rigid truck and B-train have all been tracked entering and exiting the garden centre loading area;• A B992 vehicle turning around at the roundabout; and• A B853 vehicle accessing individual residential lots. <p>The swept paths of these vehicles are included as Attachment 1. Based on these plans, all areas have been appropriately designed to accommodate the expected vehicles.'</p> <p>Assessment of the proposed development against General Performance Standard 26.1.6 of the District Plan has been provided in the Traffic Assessment Report submitted in support of the application by East Cape Consulting (Table 2, pgs 17-20).</p> <p>I concur with that assessment, which concludes that the proposed development can comply with all these standards, with the exception of the minimum legal width for private access.</p> <p>The minimum legal access width for Lot 500 (road to vest – serving 33 residential lots plus garden centre) is 18m, but the District Plan requires 20m.</p>
Total Number of Car Parks	Number of Accessible Spaces					
1-20	Not less than 1					

Relevant Conditions	Compliance?	Comments
<p>21-50 Not less than 2</p> <p>5. Design and Construction of Parking Areas</p> <p>(a) Vehicle Dimensions</p> <p>All parking spaces and access and manoeuvring areas, including ramps shall be of a sufficient size and suitable layout to accommodate a passenger vehicle" as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 - refer to Appendix 72 for the dimensions of this vehicle.</p> <p>(b) Parking Spaces for Residential Activities</p> <p>Parking spaces for Residential Activities in any Residential zone shall have a minimum internal dimension of 3.0 m (width) by 5.0 m (length).</p> <p>(c) General Design and Construction Details</p> <p>All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) shall comply with the following general requirements....</p> <p>(ii) Parking areas shall be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</p> <p>(iii) Parking areas, together with access and turning space, shall be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, provided that this requirement shall not apply in any Residential Zone where a single accessway serves not more than two residential buildings. Vehicles using the parking area shall only enter or leave the site by the accessway.</p> <p>(v) A reservoir space shall be provided within public carparks to prevent vehicles queuing on the street.</p> <p>(vi) Provision shall be made for the illumination of access drives and pedestrian areas within public carparks. Such illumination is to be directed away from adjoining residentially zoned sites.</p> <p>(vii) Non-residential parking spaces required to be sealed by standard 26.1.6.D.5(c)(i) shall be marked out and where there is a separate requirement for staff parking such spaces shall be clearly identified.]</p>		<p>The minimum legal access width for Lot 100 (private loop road serving 31 lots) is 11m, but Table 26.1.6.1-2 of the District Plan requires 20m.</p> <p>The minimum legal access width for Lot 101 (serving Lots 7-9) is 3m, but Table 26.1.6.1-1 of the District Plan requires 6m.</p> <p>The minimum legal access width for Lot 102 (serving Lots 14-19) is 4.5m, but Table 26.1.6.1-1 of the District Plan requires 6m.</p> <p>The minimum legal access width for Lot 103 (serving Lots 30-34) is 7m, which exceeds the District Plan requirement of 6m in Table 26.1.6.1-1.</p>
<p>6.2.5G Noise</p> <p>[Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise]</p> <p>[25.1.6D Rural Zones</p> <p>The following noise conditions shall apply to all land uses within all Rural Zones, other than those exempted in Rule 25.1.6B and 25.1.7E (Wind Farm Noise):</p>	Yes	<p>The proposal mostly relates to residential activities and a carpark, and is expected to comply with the noise limits specified.</p> <p>Construction noise associated with the proposed development is expected to comply with the construction noise standards specified.</p>

Relevant Conditions	Compliance?	Comments										
<p><i>(a) The following noise limits shall not be exceeded at any point within the notional boundary of any noise sensitive activity on any other site within a Rural Zone, or at any point within the boundary of any site, in any Zone other than an Industrial Zone:</i></p> <table><tr><th>Control Hours</th><th>Noise Level</th></tr><tr><td>0700 to 1900 hours</td><td>55 dB LAeq (15 min)</td></tr><tr><td>1900 to 2200 hours</td><td>50 dB LAeq (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>45 dB LAeq (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>75 dB LAFmax</td></tr></table> <p>25.1.6I Construction Noise <i>(a) Any noise arising from construction, maintenance and demolition work in any Zone shall comply with NZS6803:1999 Acoustics - Construction Noise.</i> <i>(b) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics - Construction Noise.</i> <i>(c) To avoid doubt, Standards 25.1.6C to 25.1.6H above shall not apply to construction noise.]</i></p>	Control Hours	Noise Level	0700 to 1900 hours	55 dB LAeq (15 min)	1900 to 2200 hours	50 dB LAeq (15 min)	2200 to 0700 hours the following day	45 dB LAeq (15 min)	2200 to 0700 hours the following day	75 dB LAFmax		
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2200 to 0700 hours the following day	75 dB LAFmax											
<p>6.2.5H Shading of Land, Buildings and Roads <i>[...3. Buildings on Sites Adjoining Residentially Zoned Land</i> <i>Buildings adjacent to any boundary of a residentially zoned site, shall not project beyond a building envelope constructed from recession planes from points 2.75 metres above the boundary. The angle of such recession planes shall be determined for each site by use of the recession plane indicator in Appendix 60.]</i></p>	Yes	The northern edge of the proposed development adjoins residentially-zoned land on the opposite side of Brookvale Road None of the proposed buildings along that frontage will project beyond the building envelope above the boundary.										
<p>6.2.5H Height in Relation to Bridge Pa Aerodrome</p>	N/A											
<p>6.2.5J Total Building Coverage (including Hardstand and Sealed Areas) <i>[The maximum building coverage (including hardstand and sealed areas) shall not exceed 35% of the net site area or 1500m², whichever is the lesser...]</i></p>	No	The permitted maximum building coverage for the site is 7,094.5m² (35% of 20,270m²) or 1,500m², whichever is the lesser. The total building coverage for the developed site will exceed 1,500m².										

Relevant Conditions	Compliance?	Comments
6.2.6 SPECIFIC PERFORMANCE STANDARDS AND TERMS		
6.2.6A Intensive Rural Production	N/A	
6.2.6B Residential Buildings <i>[a. One residential building shall be allowed per site provided that the site shall be a minimum area of 2500m²...]</i>	No	There are 35 residential buildings, and none of them will meet the minimum area of 2,500m².
6.2.6C Supplementary Residential Buildings	N/A	
6.2.6D Commercial Activities <i>[1. Commercial Activity Threshold Limits Table 6.2.6D <u>Retailing</u> Maximum Gross Floor Area 100m² (including outdoor display areas) Minimum percentage of display area to be stocked with good produced on the site – ...Total Display Area >50m² - 85% <u>All Commercial Activities (including visitor accommodation, entertainment facilities including the serving of food and beverages)</u> Personnel At least one person resident on the site shall carry out the activity. Maximum number of additional employees – 3. Maximum gross floor area for all activities (including structures without external walls and outdoor dining areas) – Total maximum 100m² (per site, not per activity) <u>Additional limits to gross floor limitation</u> Outdoor storage use 100m² and Maximum number of persons to be accommodated by entertainment facilities including those serving food and beverages is 40. ... These activities can be carried out singly or in combination. However there is a cumulative limit of 100m² (excluding verandahs of up to 20m²) of gross floor area per site. 2. Hours of Operation Activities which involve the retailing of goods to the public shall be restricted to the following hours of operation: Any day of the week - 8.00am - 10.00pm]</i>	Yes	<p>The existing garden centre already exceeds the maximum gross floor area of 100m² (including outdoor display areas) but has existing use rights, and there is a resource consent in place to operate a café within the garden centre (RMA20220268, 25 July 2022) – although the café is yet to be constructed.</p> <p>The proposed new carpark provides 40 car parks (including 2 accessibility parks) and will replace the existing 35 car parks serving the garden centre and consented café, in a new location within the site. The proposed carpark does not however, add additional 'gross floor area'.</p>

Relevant Conditions	Compliance?	Comments
6.2.6E Poultry Farming for more than 60,000 Birds for Scheduled Activity 45	N/A	
6.2.6F Industrial Activities	N/A	
6.2.6G Site Area Thresholds <i>[The activity thresholds for Rules, 6.2.6D, and 6.2.6F apply to an individual site. The activities under these Rules can therefore be carried out singly on a site up to the 100m² threshold or 50m² in the case of the Roys Hill Winegrowing District, or in combination, until the cumulative limit of 100m² or 50m² (Roys Hill Winegrowing District) gross floor area per site is reached...]</i>	Yes	<p>The existing garden centre already exceeds the cumulative limit of 100m² gross floor area for the site (including outdoor display areas) but has existing use rights, and there is a resource consent in place to operate a café within the garden centre (RMA20220268, 25 July 2022) – although the café is yet to be constructed.</p> <p>The proposed new carpark provides 40 car parks (including 2 accessibility parks) and will replace the existing 35 car parks serving the garden centre and consented café, in a new location within the site. The proposed carpark does not however, add additional 'gross floor area'.</p>
6.2.6H Temporary Events	N/A	
6.2.6I Wineries	N/A	
6.2.6J Relocated Buildings	N/A	
6.2.6K Seasonal Worker Accommodation	N/A	
6.2.6L Scheduled Activities	N/A	
6.2.6M Temporary Military Training Activities	N/A	
6.2.6N The Storage, Handling or Use of Hazardous Substances within the Heretaunga Plains Unconfined Aquifer Overlay Appendix 59	N/A	
6.2.6O Retirement Village on Lot 2 DP 437278	N/A	
6.2.6P Marae	N/A	

Relevant Conditions	Compliance?	Comments
<u>27.1 EARTHWORKS, MINERAL, AGGREGATE AND HYDROCARBON EXTRACTION</u>		
<u>27.1.6 GENERAL PERFORMANCE STANDARDS AND TERMS</u>		
27.1.6A Extent of Earthworks <i>[1. For the purpose of assessing the total volume of earthworks allowed as a Permitted Activity for sites in these sub zones, the volume shall be calculated by multiplying the volume threshold (listed in 27.1.6A) by the total area of the subject site in hectares, over any 12 month period.</i> <i>2. For the importation of fill or removal of cut to or from an offsite location, the volumes of earthworks specified in the Table in 27.1.6A shall be reduced by 50% in determining the volume permitted in any 12 month period.</i> <i>Table 27.1.6A (Plains Production Zone Volume – 100m³ per hectare of site)]</i>	No	The permitted earthworks volume for the site is 202.7m ³ (100m ³ x 2.0270ha). The volume of earthworks associated with the proposed development is 2,312m ³ which significantly exceeds the permitted volume in the Plains Production Zone.
27.1.6B Vegetation <i>[1. Where vegetation clearance occurs (except where it is associated with the operation, maintenance or upgrading of lawfully established roads, tracks and drainage channels), disturbed areas shall be repastured or revegetated as soon as practicable within 18 months of the activity ceasing...]</i>	Yes	
27.1.6C Slope <i>[Rural SMA: Earthworks shall not be undertaken on land with a slope of greater than 45° above horizontal...]</i>	Yes	The site is largely flat.
27.1.6D Excavation <i>[1. No earthworks shall have a cut/fill face (see Appendix 68) of overall vertical extent greater than:</i> <i>(i) 5 metres in Rural Zone, Nature Preservation Zone & ONFL 7 (excluding ONFL 2 – 6 & 8)</i> <i>(ii) 2.5 metres in all other Zones.</i> <i>(iii) 2 metres in ONFL 2 – 6 & 8.</i> <i>2. No excavations shall be of greater than 1 metre vertical extent of cut/fill face, where the top of the excavation is within 10 metres of buildings or surcharge loads.]</i>	Yes	The proposed earthworks involve cuts of up to 1.3m and fill of up to 1.0m, which is less than the permitted cut/fill face vertical extent of 2.5m in the Plains Production Zone.
27.1.6E Noise <i>[Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise.]</i>	Yes	Refer above

Relevant Conditions	Compliance?	Comments
27.1.6F Flood Protection Works <i>[...2. No significant change is to occur to existing flood overflow paths.]</i>	Yes	<p>No significant change to existing flood overflow paths is anticipated.</p> <p>The applicant has concluded from investigative works, that the Karituhenua Stream does not breach its banks in the event of a 1 in 100-year flood event with climate change adjustment. The applicant proposes minimum floor levels for the new dwellings within the proposed development, a secondary overland flow path through the development to convey stormwater in excess of the primary (pipd) system capacity, that all new works to be above the top of bank of the stream, and that the existing stream corridor will not be altered, or earth worked (refer Section 10 of the Stormwater Management Report prepared by Envelope Engineering dated 29 September 2023, supporting the applicant's further information response).</p>
27.1.6G Location of Fill <i>[Except when associated with fill faces on rural farm tracks, any fill of over:</i> (a) 100m³ volume; or (b) 0.5 metres total depth <i>Shall only be permitted if a site plan is provided to Hastings District Council showing the location and extent of the fill.]</i>	Yes	<p>There will be fill greater than 0.5m total depth associated with the proposed development. A site plan has been provided with the application showing the location and extent of the fill (Project No.1938-01 Drawing No.200 Revision RC-2 by Envelope Engineering, dated 25.09.23).</p>
27.1.6H Sediment Control <i>[Sediment run-off into a Council reticulated network shall not cause any conspicuous change in colour or visual clarity of water after reasonable mixing.</i> <i>Note: All other stormwater runoff across property boundaries and sediment entering waterbodies may be subject to rules administered by the Hawke's Bay Regional Council.]</i>	Yes	<p>Any sediment run-off into the Council reticulated network from the proposed development is expected to be able to comply.</p>
27.1.6I Earthworks within ONFLs...	N/A	
27.1.6J Earthworks in the Iona Terraces Neighbourhood...	N/A	

Relevant Conditions	Compliance?	Comments
<u>30.1 SUBDIVISION AND LAND DEVELOPMENT</u>		
<u>30.1.6 SUBDIVISION SITE STANDARDS AND TERMS</u>		
30.1.6A General Site Standards <i>[...Table 30.1.6A Minimum Site Sizes and Dimensions Plains Production Zone – 12 hectares minimum net site area...]</i>	No	All the proposed lots are significantly less than 12 hectares net site area – with residential lots ranging from 132m ² (proposed Lot 28) to 352.06m ² (proposed Lot 35).
30.1.6B Lifestyle Lots	N/A	The proposed subdivision is not a lifestyle lot subdivision.
30.1.6C Exemption to Minimum Site Provisions	N/A	
30.1.6D Creation of Lots within the Iona Plateau Neighbourhood...	N/A	
30.1.6E Creation of Lots within the Bull Hill Neighbourhood...	N/A	
<u>30.1.7 GENERAL SITE PERFORMANCE STANDARDS AND TERMS</u>		
30.1.7A Building Platforms <i>[Each lot in the Rural, Plains Production, Nature Preservation, Te Mata and Tuki Tuki Special Character, and Rural Residential SMA/Zones, which is capable of containing a residential dwelling, shall identify at least one stable building platform of 30 metres by 30 metres which is capable of (but is not limited to) containing a dwelling, a vehicle manoeuvring area and any accessory buildings, in compliance with the Performance Standards and Performance Criteria for the Zone where it is located (Including dwelling setbacks as applicable to that Zone)...]</i>	No	None of the proposed lots are capable of containing a 30 metre by 30 metre building platform that is capable of containing a dwelling and any accessory buildings in compliance with the setbacks applying in the Plains Production Zone.
30.1.7B Water Supply <i>[Sites for any activity that will require water shall be connected to public reticulated water supply, where such a supply is available...]</i>	Yes	The sites will be connected to the public reticulated water supply.
30.1.7C Wastewater Disposal <i>[Sites for any activity that will create wastewater shall be connected to a public reticulated wastewater disposal system, where one is available...]</i>	Yes	The sites will be connected to the public reticulated wastewater disposal system.
30.1.7D Stormwater Disposal <i>[Sites for any activity that will create stormwater shall be connected to a public stormwater disposal system, where one is available, except where an additional level of</i>	Yes	The sites will be connected to a mix of private and public stormwater.

Relevant Conditions	Compliance?	Comments
<i>service is required that exceeds the level of service available from public reticulated stormwater systems, this shall be provided by the subdivider. Where the new site will not be connected to a public reticulated stormwater disposal system, the subdivider shall demonstrate how an alternative and satisfactory method of disposal for each site can be provided...]</i>		
30.1.7E Property Access <i>[1. Activities shall comply with the provisions of Section 26.1 Transport and Parking, except for eco-residential lifestyle sites in the Nature Preservation Zone: Cape Kidnappers Building and Infrastructure Development Nodes shown on Appendix 23: Figure 1...]</i>	No	Refer above in relation to General Performance Standard 6.2.5F. The proposed development is unable to comply with the minimum legal widths for private access.
30.1.7F Outdoor Living Space <i>[Any application for a General Residential Zone subdivision under Table 30.1.6A in Hastings 1 A and B, Havelock North 2 A or B, and Flaxmere 3 A shall meet the outdoor living space standards in sections 7.2, 8.2 and 9.2 respectively, for any existing dwellings involved with the subdivision.]</i>	N/A	The site is in the Plains Production Zone.
30.1.7G Electricity <i>[In all Residential, Industrial, and Commercial Zones, sites for any activity that will require electricity shall be connected to the electricity network...]</i>	N/A	The site is in the Plains Production Zone.
30.1.7H Esplanade Reserves and Strips <i>[...Rural, Plains Production, Nature Preservation, Tuki Tuki Special Character, Te Mata Special Character and Rural Residential Zones. An esplanade reserve or strip with a maximum width of 20 metres will be required as a condition of consent under Section 220 of the Act where the land adjoins the coast or adjoins or contains a waterbody of natural, cultural or recreational significance as identified in Appendix 54...]</i>	N/A	The proposed subdivision does involve creation of a local purpose drainage reserve, however the Karituwhenua Stream is not identified in Appendix 54.
30.1.7I General Residential Zone – Brookvale/Arataki	N/A	The site is in the Plains Production Zone.
30.1.7J Balance Lots	N/A	The site does not lie in different zones.

Assessment of Oderings Proposal against the Objectives and Policies of the Hastings District Plan

Objectives/Policies		Comments
RURAL RESOURCE STRATEGY		
OBJECTIVE RRSO1	<i>To promote the maintenance of the life-supporting capacity of the Hastings District's rural resources at sustainable levels.</i>	Does not promote the maintenance of the life supporting capacity of the rural resource... therefore contrary. Contrary
POLICY RRSP2	<i>Provide for a wide range of activities to establish, which complement the resources of the rural area, provided that the sustainability of the natural and physical resources of the area is safeguarded.</i> <u>Explanation</u> <i>The District Plan will enable a wide range of activities both within and beyond the traditional agricultural field to be established throughout the rural areas. However, their establishment and the scale of them, will not be allowed to occur in a manner that threatens the long term sustainable and economic use or enjoyment of the Hastings District's natural and physical resources, including the versatile land of the Heretaunga Plains. The Council will ensure that activities of a commercial or industrial nature will not have an adverse effect on the sustainability of the established Commercial and Industrial Zones in the District.</i>	The proposed urban residential activities do not complement the resources of the rural area... therefore contrary. Contrary
OBJECTIVE RRSO2	<i>To enable the efficient and innovative use and development of rural resources while ensuring that adverse effects associated with activities are avoided, remedied or mitigated.</i>	Proposal is arguably an innovative use and development of a remnant 'orphaned' rural site, and my assessment of effects on the environment in Section 9 of this report suggests that adverse effects may be able to be avoided, remedied, or mitigated – although I have not reached an overall conclusion in this respect. Conclusion not reached
POLICY RRSP4	<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> <u>Explanation</u> <i>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</i>	Proposal does convert rural land close to urban area into urban residential development, but does not adversely affect the sustainability of the rural resource base, or the efficiency of the road network (does not access onto a primary collector, arterial or national traffic corridor), and does not create incompatible expectations of amenity given the site is surrounded by

Objectives/Policies		Comments
	<i>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, 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).</i>	established and developing urban residential development and open space. Somewhat inconsistent
PLAINS STRATEGIC MANAGEMENT AREA (SMA)		
OVERARCHING OBJECTIVE PSMO1	The land based productive potential and open nature of the Plains environment is retained.	Given the site is physically separated from the rest of the Plains resource, and is effectively orphaned and lying within the expanded urban limits of Havelock North, the Proposal does not impact on the productive potential and open nature of the Plains environment. Not inconsistent
POLICY PSMP1	Require that the subdivision of land within the Plains Strategic Management Area shall be for the purpose of a land based productive use. <u>Explanation</u> The proximity of the Plains area to the major urban centres of the region place considerable pressure for urban related land uses (including ad hoc commercial and industrial uses). The fragmentation of the Plains land resource is to be avoided as the small size of holdings is often used to justify the use of a property for non-land based purposes. For these reasons the Plan has clear Rules which accept subdivision as a Controlled activity but only for circumstances associated with the use of the land for horticultural/agricultural purposes.	The proposed subdivision is not for a land based productive use, is close to an urban centre, and involves fragmentation of the Plains land resource...therefore contrary. Contrary
POLICY PSMP2	Require that activities and buildings in the Plains environment be linked to land based production and are of a scale that is compatible with that environment. <u>Explanation</u> There are a number of buildings on the Heretaunga Plains that have been constructed on the basis that they service some permitted land use, that together with their curtilages and service areas, have large footprints and therefore utilise large areas of versatile soils. Others have found their way into the Zone by means of community facility provisions. The Council has become increasingly aware of the importance of the versatile Plains soils and	The proposed development is not linked to land based production, is of a scale that is clearly incompatible with the Plains environment, and is not proposed within a suitably zoned site...therefore contrary. Contrary

Objectives/Policies		Comments
	<p>the part that they play in the regional economy. As a result the Council has adopted a sustainability approach to this resource which is clearly enunciated in the vision for the District. The approach is to ensure that only the buildings that are directly associated with the productive nature of the Zone should be permitted and those that meet this criteria need to be restricted to a scale that will not have adverse effects on the area of versatile soils available for production on the block. If the development reaches this level it should be looking to relocate to a suitably zoned site. The use of land within the Plains Production Zone for activities other than land based production (commercial or industrial) also undermines the Zones where these activities are specifically provided for.</p>	
POLICY PSMP3	<p>Require that activities and buildings in the Plains environment do not compromise the open nature and amenity arising from land based production.</p> <p><u>Explanation</u> There are a number of characteristics which contribute to the character and amenity of the Plains environment. There is an appreciation by the community of these characteristics and what sets the Plains apart from other areas of the District. These include the open nature of the environment, the producing orchards, vineyards and cropping, the small number of large buildings, and the views through to the hills that form the backdrop to the Plains. There are times where buildings are required on the Plains Production Zone but they should not be of a scale that makes them stand out in their environment.</p> <p>Achieving sustainable land based production will maintain the much valued characteristics of the Plains. Large out-of-zone commercial and industrial activities in the Plains environment are not considered to add or contribute to the open nature of this Zone.</p>	<p>Proposed development does not compromise the open nature and amenity arising from land based production, given it is physically separated from other Plains sites, and is effectively an 'orphaned' site.</p> <p>Not inconsistent</p>
POLICY PSMP4	<p>Limit commercial and industrial activities to those that have a direct relationship to crops grown and/or stock farmed within the Plains environment.</p> <p><u>Explanation</u> The Objectives of the Plains Production Zone are clearly linked to that part of the Council's Vision which is for the Hastings District to be the primary production area for the southern hemisphere. In order to achieve this, the versatile soils of the District must be preserved. Because of the proximity of the versatile soils to the urban centres it is attractive for commercial or industrial activities to establish within the Plains Production Zone. It is therefore intended that the provision for commercial or industrial uses is directly related to the use of the land. The justification for this is two-fold, with the first being that activities that bear no relationship to the primary land based use should not impact on the potential of the land to be used for that purpose, and the second being that such activities have an impact on the existing parts of the District that are specifically zoned for commercial or</p>	<p>The proposed carpark associated with the existing established garden centre does not have a direct relationship to crops grown and/or stock farmed within the Plains environment, however the garden centre itself is an established commercial activity which has existing use rights (with a consented café).</p> <p>Somewhat inconsistent</p>

Objectives/Policies		Comments
	<i>industrial purposes. The integrity and viability of the commercial and industrial areas of the district can be negatively eroded by activities establishing out of zone.</i>	
POLICY PSMP5	<p>Establish clear and distinct urban boundaries to prevent incremental creep of urban activities into the Plains Production Zone.</p> <p><u>Explanation</u> The Heretaunga Plains Urban Development Strategy (HPUDS) identified that future urban development must be cognisant of the value of the Plains versatile resource to the District and that it was important to identify distinct urban boundaries. HPUDS has recommended where growth is appropriate and where it is not. The Regional Policy Statement has implemented these recommendations.</p>	<p>The urban boundary of Havelock North has incrementally 'crept' in response to Council-approved plan changes over recent times to provide for urban growth, and the subject site is now separated from the remainder of the Plains Production Zone. However, this proposal is itself incremental creep of urban activities into the Plains Production Zone in a way that is not anticipated by HPUDS.</p> <p>Somewhat inconsistent</p>
PLAINS PRODUCTION ZONE		
OBJECTIVE PPO1	To ensure that the versatile land across the Plains Production Zone is not fragmented or compromised by building and development.	<p>The proposed subdivision is fragmentation of Plains Production-zoned land, but is not compromising versatile land.</p> <p>Somewhat inconsistent</p>
POLICY PPP1	<p>Encourage the amalgamation of existing Plains Production Zone lots into larger land parcels.</p> <p><u>Explanation</u> There are a large number of small lots within the Plains Production Zone and the Council will continue to actively encourage the amalgamation of these lots as and when the opportunity arises through Resource Consent and subdivision applications. This will result in larger property sizes that will provide greater potential flexibility for future soil based activities.</p>	<p>The site is physically disconnected from the remainder of the Plains Production Zone, so it is not feasible to amalgamate it into a larger land parcel.</p> <p>Not inconsistent</p>
POLICY PPP3	<p>Limit the number and scale of buildings (other than those covered by Policy PPP4) impacting on the versatile soils of the District.</p> <p><u>Explanation</u> There have been a number of instances where buildings have impacted on the versatile land of the Plains Production Zone as a result of their scale. Some of these buildings are still associated with food production such as those used for intensive rural production activities. These are subject to resource consent with assessment of the effects on the soil resource. While it is beneficial to allow for industrial or commercial activities that add value to the produce coming off the land it is important that these activities are not allowed to reach</p>	<p>Proposal clearly exceeds the number and scale of buildings anticipated in the Plains Production Zone (which is why it is a non-complying activity) but is not impacting on the versatile soils of the District.</p> <p>Inconsistent</p>

Objectives/Policies		Comments
	<p><i>such a scale as to impact on the versatile soils that the activity originally relied on at its inception.</i></p> <p><i>Note that this policy does not apply to buildings accessory to land based primary production, which are covered by Policy PPP4.</i></p> <p><i>It is relevant that buildings accessory to land based primary production can become an issue if their use becomes redundant. While there is value in providing for the re-use of these buildings, the situation should not be allowed where farm buildings are constructed and then their uses change within a relatively short time period.</i></p>	
POLICY PPP5	<p>Recognise that residential dwellings and buildings accessory to them are part of primary production land use but that the adverse effects of these buildings on the versatile land of the Plains production Zone are managed by specifying the number and size of the buildings that are permitted.</p> <p><u>Explanation</u></p> <p><i>It is recognised that the provision of a residential dwelling is one of the central components for the successful operation of orchards and production blocks on the Heretaunga Plains. However, the proximity of areas of versatile land to the main urban area also places pressure on the use of the land for dwellings. There should not be a situation where multiple dwellings occur on a Plains Production site. A principal dwelling plus a limited floor area supplementary residential building is permitted on each site. The limitation on the floor area is to ensure that the building is supplementary to the main dwelling and also to ensure that it has only a minor effect on the area available for production. The requirement for it to be within close proximity to the main dwelling is to reinforce the supporting role and reduce the impact on the operational and productive nature of the property. Supplementary dwellings will have a maximum permitted floor area and there is no provision for them to have accessory buildings.</i></p> <p><i>Note: Although supplementary residential dwellings are a Permitted activity subject to a specified maximum floor area, it is not appropriate to use them for a permitted baseline comparison for other buildings as they are directly related to the residential use of the site and they cannot be subdivided off as they remain in the curtilage of the main dwelling. Nor should the maximum building footprints for commercial activities be used as permitted baseline for supplementary dwellings as commercial activities are stand-alone developments.</i></p>	<p>Proposal does not represent residential dwellings as part of primary production land use, and clearly exceeds the number and size of buildings anticipated in the Plains Production Zone (which is why it is a non-complying activity).</p> <p>Contrary</p>
POLICY PPP6	<p>Restrict the ability to create lifestyle sites within the Plains Production Zone to those from an existing non-complying site where the balance of the site is amalgamated with one or more adjoining sites to form a complying site.</p>	<p>Whilst the proposed subdivision technically creates urban residential sites not lifestyle sites (because urban residential sites are not anticipated in this zone), this</p>

Objectives/Policies		Comments
	<p><u>Explanation</u></p> <p>One of the major issues affecting versatile land is the pressure that comes to bear as a result of people wanting to establish lifestyle developments close to the main urban centres. The Council is seeking to keep firm control over the creation of such sites to ensure that the versatile soils are not fragmented to such a degree that they cannot be used for production purposes. Past experience has shown that once these small areas of land are created it is unlikely that they will ever be used for production purposes in the future. This policy is consistent with the Regional Policy Statement which states that the versatile land of the Heretaunga Plains is highly desirable for urban and rural lifestyle development but most importantly it underpins the economy of the region. This conflict and pressure from urban development makes it a regionally significant issue.</p> <p>The policy of providing for a lifestyle site to be created where the balance is amalgamated to create a new complying site (that is, complying with the 12ha minimum site size) is one which has been carried over from the previous District Plan. It is a policy that has been successful in achieving its aims of increasing the number of complying sites.</p>	<p>policy clearly does not anticipate further residential subdivision of an existing non-complying site without amalgamation with one or more adjoining sites to form a complying site. The proposed subdivision does not involve any amalgamation with adjoining sites to form a complying site (acknowledging that it is not physically feasible).</p> <p>Inconsistent</p>
POLICY PPP7	<p>Establish defined urban limits to prevent ad hoc urban development into the Plains Production Zone.</p> <p><u>Explanation</u></p> <p>The Heretaunga Plains Urban Development Strategy (2010) has identified the importance of the Plains versatile soils to the community. It has recommended that clear urban boundaries be established to prevent the creep of activities onto the versatile soils. The Regional Policy Statement requires through policy, that District Plans shall identify urban limits within which urban activities can occur sufficient to cater for anticipated population and household growth to 2045.</p>	<p>The defined urban limits on the District Plan do not incorporate the subject site, by virtue of the site having a Plains Production zoning and not an urban zoning, so the proposal is therefore unplanned, ad hoc urban development into the Plains Production Zone.</p> <p>Contrary</p>
OBJECTIVE PPO2	<p>To provide for flexibility in options for the use of versatile land.</p>	<p>In accepting that the soils are no longer representative of the wider versatile land resource and given there is considerable physical separation from other rural zoned parcels, the proposed development is not anticipated to impact on the flexibility in options for the use of the wider versatile land resource.</p> <p>Not inconsistent</p>
POLICY PPP8	<p>Provide for industrial and commercial activities in the Plains Production Zone where they are linked to the use of the land and with limits on the scale and intensity to protect soil values and rural character.</p> <p><u>Explanation</u></p>	<p>The proposed carpark to support the existing established garden centre is not linked to the productive use of the land and does not add value to produce that has been grown on the site. However, the</p>

Objectives/Policies		Comments
	<p><i>The ability to establish industrial and commercial activities within the Zone as Permitted Activities is for the purpose of allowing primary producers to add value to produce that has been grown on the site. It is not intended that the Plains Production Zone should provide commercial or retail opportunities for owners who may wish to take advantage of a high profile location or area of high amenity. Any commercial or industrial activity should be directly linked to the use that is undertaken on the site.</i></p> <p><i>The scale of commercial and industrial development is an important consideration as it should not be such as to adversely impact on the versatile land on which the activity is sited, and to ensure that adverse effects on neighbouring properties, such as noise or traffic generation, are not experienced. Furthermore there are specific Zones within the District that provide for both commercial and industrial activity, and limits on the scale and intensity of these activities within the Plains Production Zone will assist in maintaining the efficiency and effectiveness of the Commercial and Industrial Zones. The limits on scale will also ensure that the character of the Zone is protected. It is also recognised that the use of existing buildings to accommodate industrial or commercial activities may be an efficient use of resources.</i></p>	<p>garden centre itself is an established commercial activity which has existing use rights (with a consented café).</p> <p>Somewhat inconsistent</p>
POLICY PPP11	<p>Require that any subdivision within the Plains Production Zone does not result in reducing the potential for versatile land to be used in a productive and sustainable manner.</p> <p><u>Explanation</u></p> <p><i>The subdivision of land within the Plains Production Zone is an important activity to control as it involves a finite resource. The Council aims to prevent the cumulative effects of numerous small scale subdivisions on the overall area of the versatile land resource. The aim is that the subdivision of land should not result in activities that will negatively impact on the sustainability of the versatile land.</i></p>	<p>The proposed subdivision does not reduce the potential for versatile land to be used in a productive and sustainable manner.</p> <p>Not inconsistent</p>
OBJECTIVE PPO3	<p>To retain the rural character and amenity values of the Plains Production Zone.</p>	<p>The site is physically disconnected from the remainder of the Plains Production Zone. However, to the extent the site has any rural character and amenity values of the Plains Production Zone, the proposed development will not retain them.</p> <p>Somewhat inconsistent</p>
POLICY PPP13	<p>Require that any new development or activity is consistent with the open and low scale nature that comprises the rural character and amenity of the Plains Production Zone.</p> <p><u>Explanation</u></p> <p><i>The Plains Production Zone is topographically flat but does have a distinctive rural character. This relates to the openness of the environment and to the low scale of any</i></p>	<p>As an example of medium density residential development, the proposed development is clearly inconsistent with the open and low scale nature that comprises the rural character and amenity of the Plains Production Zone, therefore contrary.</p>

Objectives/Policies		Comments
	<i>development within the Zone. Generally the property sizes within the Plains Production area are of a size that supports production. These features help to accentuate the flat and open topography of the Plains.</i>	Contrary
POLICY PPP14	<p>Require that any new activity locating within the Plains Production Zone shall have a level of adverse effects on existing lawfully established land uses that are no more than minor.</p> <p><u>Explanation</u> The District Plan introduces a range of Standards to protect adjoining properties from the effects of activities carried out on any site. The standards reflect the present agricultural nature of the Zone, and the management standards accepted in the Zone. In many cases these have been established over a long period of time and have evolved through a number of District Plan review processes.</p>	<p>My assessment of effects on the environment in Section 9 of this report suggests that adverse effects may be able to be avoided, remedied, or mitigated – although I have not reached an overall conclusion in this respect.</p> <p>Conclusion not reached</p>
POLICY PPP15	<p>Noise levels for activities should not be inconsistent with the character and amenity of the Plains Production Zone.</p> <p><u>Explanation</u> Activities associated with rural production can generate significant amounts of noise. While there is a recognised 'right to farm' philosophy built into the Plan in Policy PPP13, there is a need to have limits that maintain the character of the area and protect the health of residents. Performance Standards for noise have been drafted and set at a level which recognises the need for activities to operate in a way that does not unduly restrict normal practices associated with activities in the Plains Production Zone in order to protect their continued economic operation while maintaining appropriate amenity standards for residents in the Zone.</p>	<p>The proposed development will result in a noise environment associated with medium density urban residential development which is inconsistent with the character and amenity of the Plains Production Zone. However, noise levels for the proposed activities are likely to comply with the noise limits applying in the Plains Production Zone – therefore, the noise level itself would not be inconsistent.</p> <p>Not inconsistent</p>
OBJECTIVE PPO4	To enable the operation of activities relying on the productivity of the soil without limitation as a result of reverse sensitivities.	<p>As the site is physically disconnected from other rural zoned sites that rely on the productivity of the soil, and is surrounded by urban residential development and urban open space, the proposed development will not generate reverse sensitivities for the operation of activities relying on the productivity of the soil.</p> <p>Not inconsistent</p>
POLICY PPP16	<p>Require that any activity locating within the Plains Production Zone will need to accept existing amenity levels and the accepted management practices for land based primary production activities.</p> <p><u>Explanation</u></p>	<p>Given the separation, there is nothing to suggest that future residents of the proposed development would not accept existing amenity levels and the accepted</p>

Objectives/Policies		Comments
	<i>The Council has long adopted the 'right to farm' principle in the rural areas of the District. This has arisen from the occupation of some of the smaller land holdings for lifestyle purposes. The 'right to farm' principle makes it clear to those property owners new to the rural environment that there are farming management practices that by their nature and timing might be considered nuisances in the urban context but are entirely appropriate for the efficient and effective functioning of land based primary production activities.</i>	management practices for land based primary production activities in the vicinity. Not inconsistent
URBAN STRATEGY		
OBJECTIVE UDO1	To reduce the impact of urban development on the resources of the Heretaunga Plains in accordance with the recommendations of the adopted Heretaunga Plains Urban Development Strategy (HPUDS).	The proposal represents urban development that does not accord with the recommendations of HPUDS. Contrary
POLICY UDP1	To achieve containment of urban activities and provide for residential greenfield growth in the areas identified as appropriate within the Hastings Urban Development Study document through to 2015 and in HPUDS for the period beyond 2015 and through to 2045.	The site is not within the residential greenfield growth areas identified as appropriate in HPUDS. Contrary
POLICY UDP2	To manage the supply of greenfield sites to encourage medium density housing within the existing urban boundaries. <u>Explanation</u> <i>The provision for urban growth is provided for under both the Hastings Urban Development Study which outlines the growth areas for the City through to 2015 and thereafter by the Heretaunga Plains Urban Development Strategy. HPUDS recommends a policy of urban containment requiring greater levels of medium density housing within the existing urban boundaries. In order to ensure that containment occurs, HPUDS identifies growth areas and also areas where growth is not appropriate.</i>	Whilst the proposal is for medium density housing, the site is not within the residential greenfield growth areas identified as appropriate in HPUDS, and is not within the existing urban boundary (by virtue of its current Plains Production zoning). Contrary
OBJECTIVE UDO2	To ensure that new urban development is planned for and undertaken in a manner that is consistent with the matters outlined in the Hawke's Bay Regional Policy Statement.	The proposed development is new urban development that has not been planned for and undertaken in a manner wholly consistent with the matters outlined in the Regional Policy Statement (e.g. structure plan requirements). Inconsistent
POLICY UDP3	Priority is to be placed on the retention of the versatile land of the Heretaunga Plains, the protection of the Heretaunga Plains Unconfined Aquifer from the adverse effects of urban development and the efficient utilisation of existing infrastructure.	In accepting that the subject land is no longer productive, the proposed urban development does not adversely affect the versatile land of the Heretaunga Plains or the unconfined aquifer, and offers efficient

Objectives/Policies		Comments
		<p>utilisation of existing reticulated servicing in this location within Havelock North.</p> <p>Not inconsistent</p>
POLICY UDP8	<p>Ensure that there is a range of residential development opportunities within the District.</p> <p><u>Explanation</u> One of the aims of the Heretaunga Plains Urban Development Strategy is to ensure that the range of residential choices is retained over the life of the Strategy. This does not mean that there will be an unrestrained supply of the different types of residential development. The intention is that the emphasis for future residential development will be on creating compact urban form where the majority of development will take place within the existing urban boundaries. There is a sufficient supply of rural lifestyle sites through to 2045 and therefore no expansion of the Rural Residential Zones is envisaged. However careful monitoring of supply and demand will be required to ensure that similar levels of choice between Napier and Hastings is maintained.</p>	<p>The proposed development provides residential development opportunity and contributes to compact urban form where the majority of development takes place within the existing urban boundaries of Havelock North.</p> <p>Not inconsistent</p>
OBJECTIVE UDO4	To retain and protect the versatile land resource that is the lifeblood of the local economy from ad hoc urban development	<p>The proposal represents ad hoc urban development in that the site is not within the residential greenfield growth areas identified as appropriate in HPUDS. However, in accepting that the subject land is no longer productive, it will not impact on the retention or protection of the versatile land resource.</p> <p>Somewhat inconsistent</p>
POLICY UDP9	To avoid the unnecessary expansion of urban activity onto the versatile land of the Heretaunga Plains	<p>The proposal represents expansion of urban activity that is not within the residential greenfield growth areas identified as appropriate in HPUDS and could therefore be considered unnecessary. However, in accepting that the subject land is no longer productive, it does not represent expansion onto the versatile land of the Heretaunga Plains.</p> <p>Somewhat inconsistent</p>
POLICY UDP10	To identify distinct and clear boundaries between the urban area and the Plains Production Zone.	<p>The proposed development site is within the Plains Production Zone, and therefore is not part of the urban area. Therefore, the proposal does not contribute to the identification of distinct and clear boundaries</p>

Objectives/Policies		Comments
		between the urban area and the Plains Production Zone. Inconsistent
POLICY UDP11	<p><i>In the absence of distinct physical boundaries such as roads or rivers, require the provision of greenbelts to maintain separation distances between the Urban and Plains Production environment and also to separate distinctive urban areas.</i></p> <p><u>Explanation</u> Studies have shown that primary production is and will continue to be the force behind the local economy. Feedback from the community makes it clear that there should be greater recognition given to the importance of the versatile land of the District and the protection of them from land uses that are not associated with primary production. There has been a perception by the community of an on-going creep of urban development onto the Plains; and the Council has ensured that the identified greenfield growth areas are accompanied by clear and distinct boundaries which will be able to be readily defended from further expansion proposals in the future. The community also recognised that there is a need to keep the identities of distinctive communities such as Havelock North and Hastings separate and therefore a greenbelt should always be maintained between such communities.</p> <p>Council also wishes to curb the trend for out of zone commercial development that has found its way into the Plains Production Zone over recent years. This has often been on the premise that it is an efficient use of a resource by re-using existing buildings but there has been no recognition given to the effect that these activities are having on the existing commercial centres of the District.</p>	As above
POLICY UDP12	<p><i>Encourage higher density development as both short and long term mechanisms to avoid adverse effects including the effects on versatile land.</i></p> <p><u>Explanation</u> Urban expansion should occur in a manner that minimises the extent of the urban rural interface and further development within the existing boundaries is a natural response to achieve this outcome. Infill development has played a lesser role in providing for the residential needs of the District to date. The Council has undertaken a Medium Density Housing Strategy to facilitate more intensive residential development. This Strategy has identified the areas of the City where the high levels of amenity and good transportation links required for successful medium density development would be most achievable. The Council has provided a set of Design Guidelines for medium density development as well as incentives to encourage adoption of the design principles. However it is acknowledged that</p>	<p>Whilst not specifically identified in the Medium Density Housing Strategy, the proposal:</p> <ul style="list-style-type: none"> - represents medium density residential development, - has high levels of amenity and good transportation links and generally meets the Council's set of Design Guidelines for medium density development, - is surrounded by existing and planned urban residential areas and urban open space within Havelock North, and

Objectives/Policies		Comments
	<i>the move to medium density development will not happen overnight and that there will be a transition to the medium density levels.</i>	<p>- is land deemed to be no longer productive and physically distanced from the wider versatile land resource.</p> <p>Neutral</p>
MEDIUM DENSITY HOUSING STRATEGY		
OBJECTIVE MDO1	<i>Promote residential intensification in the form of comprehensive residential development in suitable locations of Hastings and Havelock North.</i>	<p>The subject site is zoned as Plains Production Zone and has not been identified in the District Plan as a suitable location for residential intensification in the form of comprehensive residential development in Havelock North.</p> <p>Inconsistent</p>
POLICY MDP4	<i>Ensure that comprehensive residential developments have a strong interface with adjacent public spaces to create safe and interesting streets and parks which encourage people to walk, cycle and enjoy.</i>	<p>My assessment in Section 9 of this report concludes that, subject to addressing specific issues around layout, built form and design quality, and fencing and landscaping, the proposal will create a positive public interface, enhance the visual amenity and safety of the adjacent open space reserves and achieve an appropriate level of integration with the surrounding public realm.</p> <p>Conclusion not reached</p>
POLICY MDP5	<i>Encourage comprehensive residential development to offer a diverse range of housing typologies and sizes to provide for the housing needs of the Hastings community.</i>	<p>The proposal offers a small range of housing typologies and sizes.</p> <p>Not inconsistent</p>
NATURAL HAZARDS		
OBJECTIVE NHO1	<i>Minimisation of the effects of natural hazards on the community and the built environment.</i>	<p>My assessment in Section 9 of this report has been unable to conclude that the proposed development minimises flooding risks to the extent that any adverse effects of natural hazards on the community and the built environment will be no more than minor.</p> <p>Conclusion not reached</p>
OBJECTIVE NHO2	<i>To avoid increasing the risk to people, property, infrastructure and the environment from the effects of natural hazards.</i>	<p>As above</p>

Objectives/Policies		Comments
POLICY NHP2	<p>Manage land use activities in identified natural hazard areas where communities and resources are potentially at risk.</p> <p><u>Explanation</u> Some areas where there is a known risk from natural hazards will have District Plan controls to ensure that the effects of natural hazards are avoided or mitigated where appropriate. Where more appropriate methods exist to avoid or mitigate a particular hazard, such as the Building Act, these methods will be used. Natural hazard areas will be identified through a range of methods and by various agencies and organisations in accordance with the type of hazard and the degree of risk to people and communities. Controls will determine which activities are appropriate in these areas. Where activities are provided for, standards may apply to ensure that activities and their effects avoid, remedy or mitigate the risk of the natural hazard.</p> <p>...</p> <p>Flooding: Consists of areas of concentrated populations or assets, or localities of high risk identified as being prone to flooding.</p> <p>The Hawke's Bay Regional Council will from time to time produce flood extent maps based on the computer modelling of a range of return period design rainfall events (i.e. 50 to 100 year floods). The individual flood prone areas identified in the District are:</p> <p>...</p> <p>Karamu This area is based on a computer modelled 50 year flood level in the Karamu catchment but does not include urban areas of Hastings City.</p>	As above
POLICY NHP4	<p>Adopt and promote an avoidance approach to development located within areas of significant natural hazard risk, rather than mitigation or remedial measures.</p> <p><u>Explanation</u> Primarily, Council will attempt to take an avoidance approach to new and increased development within hazard prone areas where a significant degree of risk may be present. A significant degree of risk is defined as a hazard that has a possible to almost certain likelihood of occurring and major to severe consequences if or when it does occur - as defined in the GNS Science Report 2010/06 June 2010 -Hazard & Risk in the Hawke's Bay.</p>	As above
POLICY NHP5	<p>Restrict the establishment of activities which have the potential to increase the extent to which natural hazards have, or may have, an effect on human life or the natural and built environment.</p> <p><u>Explanation</u></p>	As above

Objectives/Policies		Comments
	<i>Through the District Plan or other legislative methods Council will control or prevent activities where there is the potential for the effects of natural hazards on human life or the natural and built environment to be exacerbated.</i>	
POLICY NHP6	<p>Ensure that subdivision, land use activities or other new development is located and designed so as to avoid the need for further natural hazard mitigation activities.</p> <p><u>Explanation</u> New developments and development of Greenfields areas will be required to avoid hazards or the need for further hazard protection works in the first instance. This may include the requirement to consider the long term impacts of climate change and sea level rise on development or proposed protection works. Where the hazard has a low degree of risk and the area is appropriate for rezoning in all other respects, mitigation may be considered as an alternative to avoidance.</p>	As above
TRANSPORT AND PARKING		
OBJECTIVE TPO1	Ensure that land uses and new subdivision are connected to the transportation network in a manner that provides for the efficient and sustainable movement of people and goods in a safe manner.	<p>My assessment in Section 9 of this report concludes that, with suitable consent conditions imposed, the proposed subdivision and development will be connected to the transportation network in an efficient and safe manner.</p> <p>Not inconsistent</p>
POLICY TPP1	Ensure that subdivision and land use are integrated with the transport network and that the traffic effects are mitigated, including through the use of sustainable transport modes.	<p>My assessment in Section 9 of this report concludes that the proposed subdivision and development will be integrated with the transport network, and that traffic effects are mitigated. Additional public footpaths are proposed.</p> <p>Not inconsistent</p>
EARTHWORKS		
OBJECTIVE EMO1	To enable earthworks within the Hastings District while ensuring that the life-supporting capacity of soils and ecosystems are safeguarded and adverse effects on landscapes and human health and safety are avoided, remedied or mitigated.	<p>With standard consent conditions in place for earthworks and construction-related activities, any adverse effects on human health and safety will be appropriately avoided, remedied or mitigated.</p> <p>Not inconsistent</p>
POLICY EMP1	Require the repasture or revegetation of land where vegetation is cleared in association with earthworks, prospecting and extraction of aggregates or other minerals.	A comprehensive landscape planting plan is proposed, and the imposition of consent conditions requiring any


Objectives/Policies		Comments
	<p><u>Explanation</u> Where vegetation clearance occurs, except where a pavement or permitted building is constructed, disturbed areas will be required to be repastured or revegetated in plant species which are in harmony with those existing in the area to avoid the risk of soil erosion, and to ensure that the life-supporting capacity of the soil is safeguarded. It will also help to ensure that adverse effects on the character and visual amenity of the area are avoided.</p>	<p>areas disturbed or cleared in association with earthworks to be repastured or revegetated to avoid the risk of soil erosion, where appropriate.</p> <p>Not inconsistent</p>
POLICY EMP3	<p>Protection of productive soils within the District from large-scale stripping, stockpiling, alteration and removal to ensure the land can still support a range of productive land uses.</p> <p><u>Explanation</u> Areas in Hastings District are widely regarded for having highly productive soils. Where possible such soils, particularly topsoils, should be protected from stripping, stockpile and removal off-site. Any alteration to such soils will generally decrease the productivity of fertile soils. Where alterations to productive soils occur, all efforts should be undertaken to rehabilitate the land to a productive state.</p>	<p>In accepting that the subject land is no longer productive, any earthworks proposed will not adversely affect productive soils.</p> <p>Not inconsistent</p>
POLICY EMP4	<p>Allow earthworks and the prospecting of minerals where the adverse effects on the environment will be minor.</p> <p><u>Explanation</u> District Plan Rules and Standards are incorporated to control the scale, operation and location of earthworks and prospecting activities to ensure that any potential adverse effects are avoided, remedied or mitigated.</p>	<p>My assessment in Section 9 of this report concludes that the adverse effects of the proposed earthworks will be no more than minor.</p> <p>Not inconsistent</p>
POLICY EMP5	<p>Control earthworks, exploration and mining activities to ensure that any adverse effects on the natural and physical environment, and the amenity of the community, adjoining land uses and culturally sensitive sites are avoided, remedied and mitigated.</p> <p><u>Explanation</u> Large scale earthworks, exploration and mining activities are recognised as having the potential to cause significant adverse effects on the environment, including the safety of people and property, and on the visual amenity and character of the area where it occurs.</p>	<p>The proposed development does not involve large scale earthworks and, with standard consent conditions in place for earthworks and construction-related activities, any adverse effects on the amenity of the community, adjoining land uses and culturally sensitive sites (e.g. Karituwhenua Stream) will be appropriately avoided, remedied or mitigated.</p> <p>Not inconsistent</p>
SUBDIVISION AND LAND DEVELOPMENT		
OBJECTIVE SLDO1	<p>To enable subdivision of land that is consistent with each of the Objectives and Policies for the various SMA, Zones, Precincts, or District Wide Activities in the District Plan.</p>	<p>The proposed subdivision is considered contrary to some of the objectives and policies for the Plains Strategic Management Area or Plains Production Zone.</p> <p>Contrary</p>

Objectives/Policies		Comments
OBJECTIVE SLDO2	<i>To ensure that sites created by subdivision are physically suitable for a range of land use activities allowed by the relevant Section Rules of the District Plan.</i>	The proposed subdivision will create sites that are very small and therefore physically unsuitable for the range of primary production-related activities as provided for by the Plains Production Zone rules. Contrary
OBJECTIVE SLDO3	<i>Avoid subdivision in localities where there is a significant risk from natural hazards.</i>	With the measures proposed, and with suitable consent conditions in place, I am satisfied that there is not a significant risk from natural hazards. Not inconsistent
POLICY SLDP4	<i>Ensure that land being subdivided, including any potential structure on that land, is not subject to material damage by the effects of natural hazards.</i> <u>Explanation</u> Some areas within the Hastings District are unsuitable for development, or require specific measures to be undertaken to avoid the effects of natural hazards, these can include flooding, inundation, erosion, subsidence or slippage and earthquake faults (see Section 15.1 of the District Plan on Natural Hazards). Section 106 of the Resource Management Act requires that Council may refuse consent to any subdivision in these areas, or any adjacent or nearby areas that maybe affected by the activities that could take place once the subdivision has been approved, unless adequate measures are available to overcome or reduce the risk of the hazard.	As above
POLICY SLDP5	<i>Ensure that any measures used to manage the risks of natural hazards do not have significant adverse effects on the environment.</i> <u>Explanation</u> In using measures to avoid, remedy or mitigate the risks of natural hazards, it is also necessary to consider the effects of the mitigation measures themselves, which can also have significant adverse environmental effects. An example of this is the filling of land which may interfere with the functioning of natural flood plains and ponding areas.	My assessment in Section 9 of this report has been unable to conclude that the measures to manage flood risk as part of the proposed development would not have significant adverse effects on the environment. Conclusion not reached
OBJECTIVE SLDO4	<i>To ensure that land which is subdivided is, or can be, appropriately serviced to provide for the likely or anticipated use of the land, so as to ensure the health and safety of people and communities, and the maintenance or enhancement of amenity values.</i>	My assessment in Section 9 of this report has been unable to conclude that the proposed development can be appropriately serviced in respect of stormwater management, so as to ensure the health and safety of people and communities and maintenance of amenity values. Conclusion not reached

Objectives/Policies		Comments
POLICY SLDP7	<p>Recognise the role of the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide and Engineering Code of Practice design standards as a means of compliance for the servicing of sites.</p> <p><u>Explanation</u> As a means of achieving compliance with the Rules of the District Plan for subdivision and land development, the Council may refer to the design standards contained in the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide and/or Engineering Code of Practice and may apply them as conditions of subdivision consent.</p>	<p>Numerous conditions of consent are proposed to ensure the overarching expectations of the Council's Design Guide and Engineering Code of Practice design standards are met in terms of the servicing of the proposed sites.</p> <p>Not inconsistent</p>
POLICY SLDP8	<p>Ensure provision of onsite services for water supply, wastewater disposal and stormwater disposal for sites outside of the reticulated urban areas unless the provision of reticulated services is identified as an appropriate work to mitigate adverse effects on the environment.</p> <p><u>Explanation</u> The subdivision of land, particularly for rural residential and lifestyle residential purposes, could lead to environmental effects which create demand for the Council to provide sites with reticulated services for water supply, wastewater disposal and stormwater disposal. However, unless the provision of such services are proposed and identified as works in the Council's Long Term Plan or Annual Plan, and are necessary to protect the environment, the Council will not provide them to the sites in these areas. Subdividers will be required to ensure that independent provision can be made for an on-site water supply, and for the disposal of wastewater and stormwater on the site.</p>	<p>Whilst appropriate to mitigate adverse effects on the environment, provision of reticulated services to this proposed development has not been proposed and identified as works in Council's Long Term Plan or Annual Plan. On-site provision of these services would not be a feasible alternative given the density of development proposed, nor desirable.</p> <p>Somewhat inconsistent</p>
POLICY SLDP10	<p>Require the provision of safe and practicable access for pedestrians and vehicular traffic from a public road to each site.</p> <p><u>Explanation</u> High vehicular ownership and use requires the consideration of vehicular access to newly created sites. Pedestrian access is also just as important to physically access new sites. This may require the upgrading of existing roads or the provision of new roads within the subdivision site to connect the subdivision to the District roading network. Vehicular and pedestrian access to sites must be practicable, safe and convenient for users, and should avoid adverse effects on the environment.</p>	<p>My assessment in Section 9 of this report concludes that safe and practicable access for pedestrians and vehicular traffic can be achieved from Brookvale Road to each site.</p> <p>Not inconsistent</p>
POLICY SLDP11	<p>Ensure that roads provided within subdivision sites are suitable for the activities likely to establish on them and are compatible with the design and construction standards of roads in the District Transport Network which the site is required to be connected to.</p> <p><u>Explanation</u></p>	<p>My assessment in Section 9 of this report concludes that both public and private access roads within the proposed subdivision are suitable and, with appropriate conditions of consent in place, will ensure</p>

Objectives/Policies		Comments
	Where new roads are required to connect a subdivision site to the District Transport Network, it is important that they are designed and constructed to be compatible with the roads they are connecting to. This is to ensure that the transport network is sustained at a level which provides safe, practicable and convenient travel for those using it, and which mitigates any potential significant adverse effects of the road and its use on the environment, including effects on adjoining activities. Subdividers will generally be required to provide roads within the subdivision site. Standards for the design and construction of the different types of roads in the Roading Hierarchy are provided in Section E of the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide (Best Practice Design Guide) and Schedule C of the Engineering Code of Practice. Subdividers are able to use these standards as a guide to comply with the Rules of the District Plan when constructing roads within subdivision sites.	design and construction standards are compatible with that of the roads that the proposed development will connect to. Not inconsistent
POLICY SLDP14	<p>Ensure that earthworks associated with providing vehicle access, building platforms or services on land being subdivided will neither detract from the visual amenities of the area, nor have adverse environmental impacts, such as dust, or result in the destruction of heritage sites (include archaeological sites), cause natural hazards, or increase the risk of natural hazards occurring.</p> <p><u>Explanation</u> Earthworks associated with providing access or services on the land being subdivided (e.g. cutting of roads or the provision of building platforms) may potentially have an adverse effect on the visual amenities of the area where the subdivision is located. They may cause adverse environmental impacts such as dust, may result in the disturbance or destruction of archaeological or other heritage sites, may accelerate or worsen the risk of natural hazards in the area, or may even exacerbate the effects of natural hazards. The Council may impose conditions on subdivision consents regarding the design, location, construction and extent of the earthworks associated with the subdivision or development of the land.</p>	<p>The proposed development does not involve large scale earthworks and my assessment in Section 9 of this report concludes that, with standard consent conditions proposed for earthworks and construction-related activities, any adverse effects on the visual amenities of the area, on adjoining land uses, on the accidental discovery of any heritage sites, and on natural hazard risk, will be appropriately avoided, remedied, or mitigated.</p> <p>Not inconsistent</p>
POLICY SLDP15	<p>Ensure that subdivision or developments do not result in adverse effects on the environment by requiring upon subdivision or development a means of connection to a water supply and services for the disposal of wastewater and stormwater.</p> <p><u>Explanation</u> Subdivisions and developments need to be provided with adequate means of connection to a water supply and services for the disposal of wastewater and stormwater. In the urban area subdividers or developers will generally be required to connect to the Hastings</p>	<p>My assessment in Section 9 of this report concludes that all the sites in the proposed subdivision can be suitably serviced.</p> <p>Not inconsistent</p>

Objectives/Policies		Comments
	District Council reticulation network and meet the requirements of the Engineering Code of Practice and, in terms of low impact design solutions for stormwater, the Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide.	
OBJECTIVE SLD05	To ensure that reverse sensitivity effects are avoided where practicable, or mitigated where avoidance is not practicable.	Given the subject site is physically distant from other rural land and is surrounded by urban residential development and urban open space, there are not anticipated to be any reverse sensitivity effects. Not inconsistent
POLICY SLDP16	To ensure that, when assessing the subdivision of existing sites, potential reverse sensitivity effects are considered and avoided where practicable or otherwise mitigated. <u>Explanation</u> Inappropriately designed or located subdivision has potential to create reverse sensitivity effects, particularly when residential and lifestyle development encroach on ongoing rural production, horticultural or industrial activities and existing public works, network utility and renewable electricity generation sites. Such effects can severely impact on the ability of existing activities to continue their day to day operations. Recognising and preventing reverse sensitivity effects when planning for land use will provide for the continued efficient, affordable, secure and reliable operation and capacity of existing adjoining land uses.	As above

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**55 Brookvale Rd, Hastings District
Part Lot 2 DP 311724 Part Lot 1 DP 8274 - GARDEN CENTRE
1051019201A**


This report summarises the known hazards intersecting this property, based on research reports commissioned to assess regional risk – these are summarised below. The hazard assessment methodologies, information compilation and presentation techniques used for these assessments include certain qualifications and limitations on the use, noting:

- The hazard information provided is based on the best information available at the time of the studies and was supplied under specific contract arrangements including financial and time constraints.
- The hazard information may be liable to change or review if new information is made available.
- Councils and other organisations may hold more detailed hazard information than provided here. This Natural Hazard Property Report is not a substitute for a Land Information Memorandum (LIM).
- The precision and accuracy of the data varies, therefore it is important that you obtain expert advice to help to interpret the information.

The hazard maps in this report are based on the following referenced research reports. Online HBRC Natural Hazards Report Database contains a register of the hazard research reports and publications from either the Council or external organisations and this database may contain other pertinent information related to this area. Go to www.hbrc.govt.nz and search #hazards:
The referenced reports are:

- Earthquake Fault lines
 - Earthquake hazards in Hawke's Bay Initial assessment
 - Earthquake hazard analysis - Stage 1. Recurrence of large earthquakes determined from geological and seismological studies in the Hawke's Bay area
 - Active Fault Mapping and Fault Avoidance Zones for Central Hawkes Bay District: 2013 Update Active Fault Mapping and Fault Avoidance Zones for Hastings District and environs
 - Fault Avoidance Zone Mapping for Wairoa District, Napier City and surrounds
- Earthquake Liquefaction
 - Assessment of liquefaction risk in the Hawke's Bay: Volume 1: The liquefaction hazard model
 - Assessment of liquefaction risk in the Hawke's Bay: Appendices for Volume 1
- Earthquake Amplification
 - Hawke's Bay Regional Council earthquake hazard analysis program, Stage III : evaluation of ground shaking amplification potential Volume 1
 - Hawke's Bay Regional Council earthquake hazard analysis program, Stage III : evaluation of ground shaking amplification potential Volume 2: Appendices
- Tsunami Inundation Extents
 - Hawkes Bay Tsunami Inundation by Attenuation Rule
 - Review of Tsunami Hazard in New Zealand
- Flooding Extents
 - Wairoa River Flood Hazard Study
 - TeNgaru Catchment Flood Hazard Study
 - Waipatiki Catchment Flood Hazard Analysis
 - Kopuawhara Opoutama Flood Hazard Analysis
- Coastal Hazard
 - Regional Coastal Environmental Plan
 - Clifton to Tangoio Coastal Hazards Strategy 2120 - Coastal Hazard Assessment
 - Clifton to Tangoio Coastal Hazards Strategy 2120 - Coastal Risk Assessment
 - Other Coastal Hazard Reports
 - Cliff Hazard Zone Delineation
 - Coastal Hazard Zone in Napier District Plan
- Landslide Risk


HB Hazards Report - Hawkes Bay Regional Council

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- Roll out of Erosion Models for Regional Councils: Landcare Research Limited
- Earthquake-Induced Landslide Forecast and Hazard Assessment, Hawke's Bay Region.
- Earthquake-Induced Landslide Forecast and Hazard Assessment, Bluff Hill, Napier.
- 8. Quaternary Geology
 - Hawke's Bay Regional Council earthquake hazard analysis program, Stage III : evaluation of ground shaking amplification potential Volume 2: Appendices
- 9. Wairoa River Bank Stability Zones
 - Wairoa River Bank Stability Assessment

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2. Hawke's Bay Regional Council's Hazard maps have been compiled on behalf of HB CDEM Group using the best information available to the council. The maps indicate the extent of the hazard from analysis of information only. They do not necessarily reflect the greatest extent of the hazard suffered in the past, or likely to be suffered in the future.
3. The hazard information provided does not imply any actual level of damage to any particular structure, utility service or other infrastructure.
4. These maps should not be relied upon as the sole basis for making any decision in relation to potential risk.
5. The hazard information provided is regional in scope and cannot be substituted for a site-specific investigation. A suitably qualified and experienced practitioner should be engaged if a site specific investigation is required.
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LIQUEFACTION

Low (cream) means there might be 'none to minor' liquefaction for 500 year earthquake shaking (typically larger than magnitude 6), medium (orange) means there might be 'minor' to moderate damage, and 'high' (brown) might be moderate to severe damage.

In Wairoa District, Central Hawke's Bay District and the wider Hastings District (outside the Heretaunga Plains) due to the limited data available to assess vulnerabilities, buffer zones have been added to liquefaction hazard areas. The width of this buffer zone is 500 m (+/- 250 m) and allows for the differences between the accuracy of lines on a geological map at a scale of 1:250 000 (+/- 250m) and the greater accuracy of property boundaries on cadastral maps to be reconciled. If a property is located wholly or partially within the buffer zone this indicates that there is uncertainty about the level of liquefaction hazard. Site specific assessments (ranging from visual inspection through to ground investigations) will be needed to determine the level of liquefaction hazard. If a buffer zone boundary line falls across a property it should initially be treated as being part of the higher hazard class when interpreting the map.

Liquefaction occurs when waterlogged sediments are agitated by an earthquake. As a result, the soil behaves like a liquid, has an inability to support weight and can flow down very gentle slopes. This condition is usually temporary, but buildings can sink and underground pipes may rise to the surface. When the shaking stops, groundwater is squeezed out of the ground causing flooding, leaving areas covered in mud.

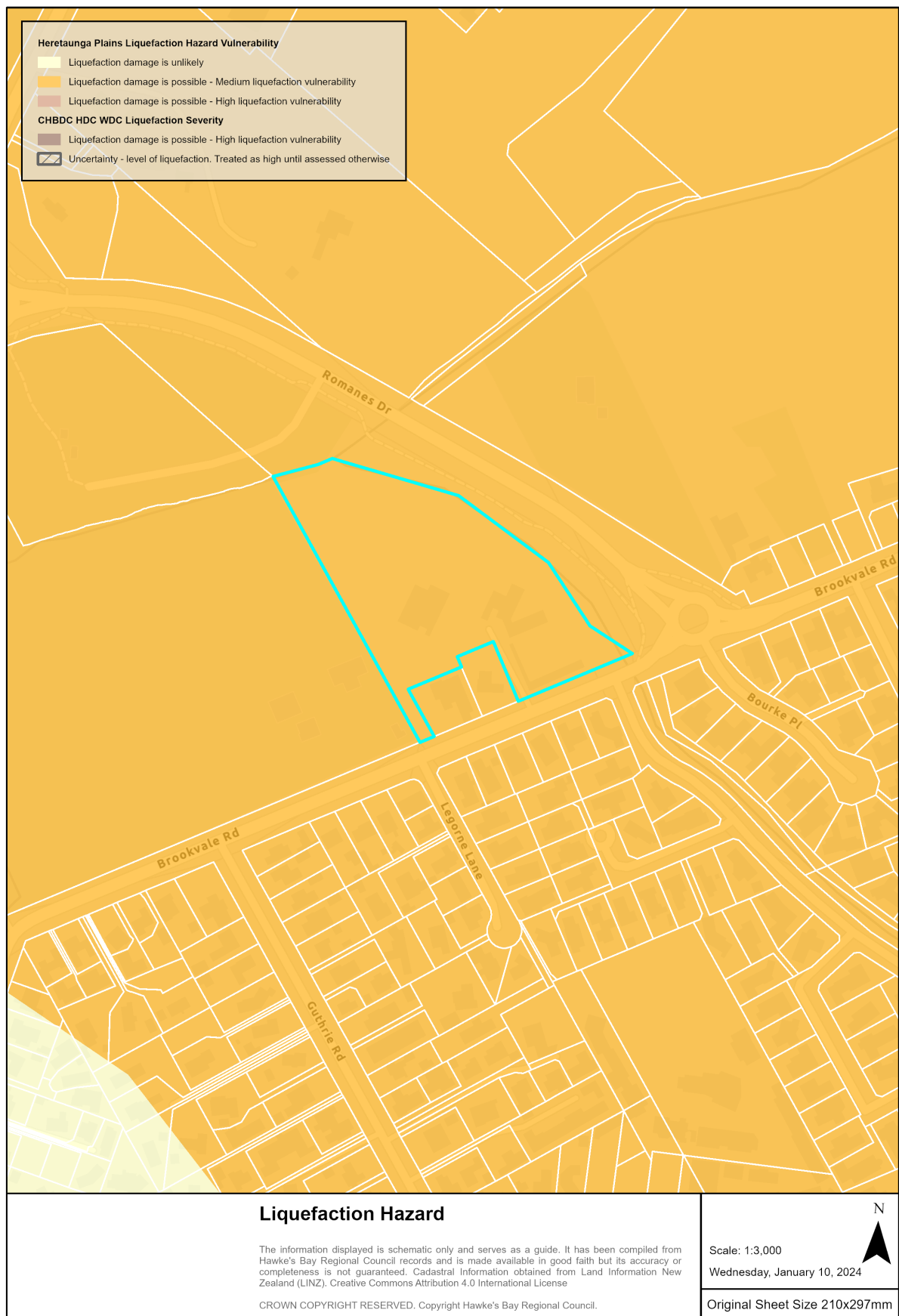
Liquefaction effects have been reported in the Hawke's Bay region during four historical earthquakes since 1840 at Modified Mercalli (MM) shaking intensities between MM7 and MM10, including in 1931. Low-lying areas in the region, especially these near the coast, and reclaimed land are particularly susceptible.


What can you do?

If building, it is recommended you reference the Ministry of Business, Innovation & Employment (MBIE) and the Ministry for the Environment document "Planning and engineering guidance for potentially liquefaction-prone land" and if necessary obtain expert advice from a qualified and experienced geotechnical engineer.

Important to note that having land included in a particular zone does not unequivocally mean that the land is "good", "medium" or "bad." The maps indicate what is a strong possibility across those areas. The best areas (cream) have a very low probability of having a liquefaction problem, but there may still be some localised places where the hazard exists. The only sure way of showing whether a specific site has low or high vulnerability is a site specific geotechnical investigation.

On a property already developed, there are options to mitigate the risk of liquefaction, but the easiest way to mitigate liquefaction risk is to ensure your insurance sum-insured is sufficient to rebuild with heavier duty foundations in the event of total loss (noting this could be fire or flood - not just earthquake).



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AMPLIFICATION

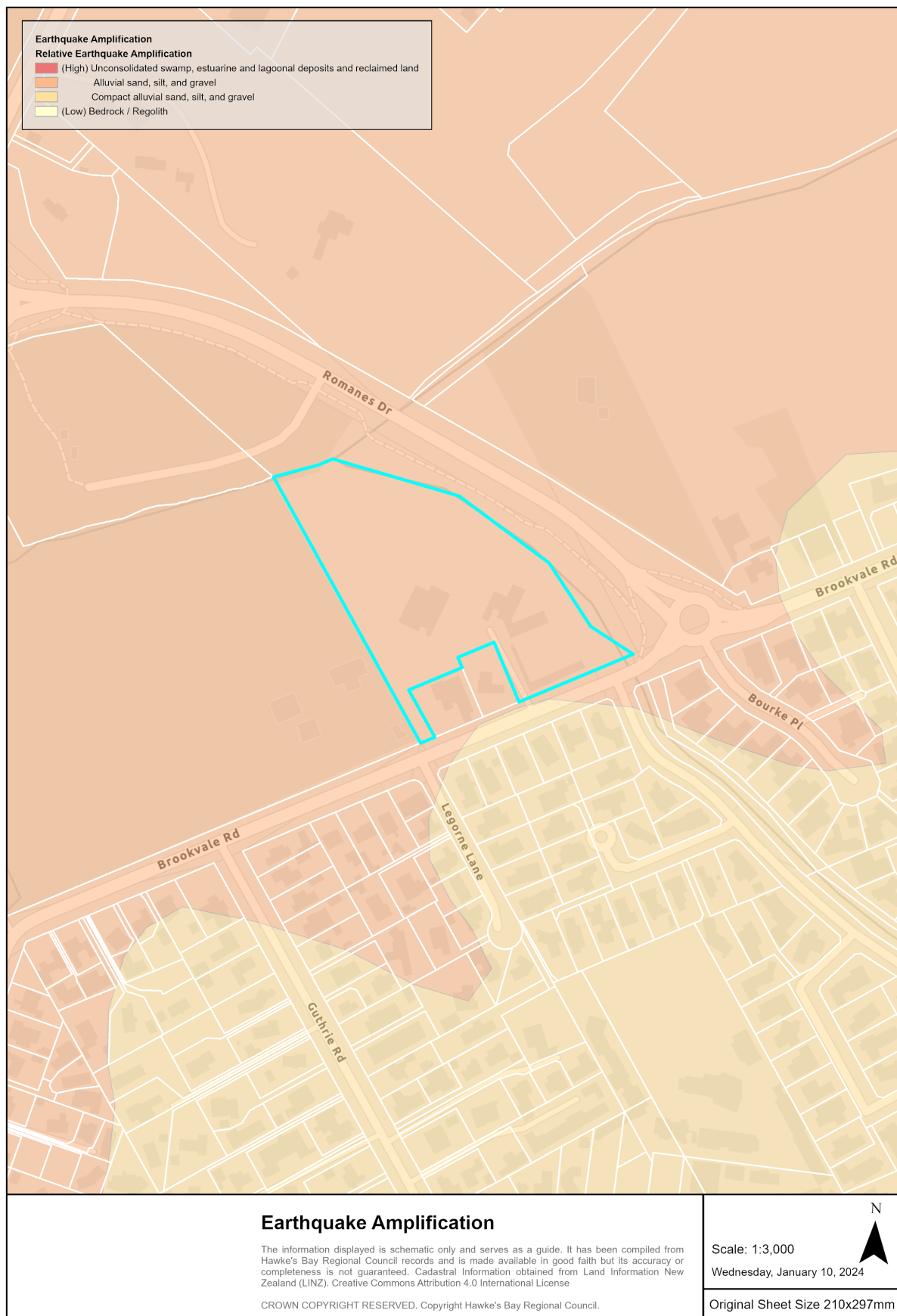
This amplification map shows areas susceptible to ground shaking in an earthquake. Most of the damage during an earthquake is caused by ground shaking. Seismic waves, travelling through the earth at different speeds and amplitudes because of a fault rupture, cause the ground to vibrate and shake in an earthquake. The intensity of ground shaking at any location is affected by the magnitude of the earthquake, proximity to the source of the earthquake, and the geological material underneath that location. Larger earthquakes generally produce greater shaking and shaking is usually more intense nearer the source of the earthquake.


Different frequencies of shaking also affect buildings differently - in general, low frequency motions affect taller buildings more, while high frequencies affect shorter buildings. The type of material underlying the site can have a great effect on the nature and intensity of the shaking. Sites underlain by hard, stiff material such as bedrock or old compacted sediments usually experience much less shaking than sites located on young, loosely consolidated sediment, which tends to amplify shaking.

What can you do?

Most people in Hawke's Bay will survive a large earthquake with some loss, but some people will be severely affected. If you are developing land in a susceptible area, it is recommended owners/developers obtain expert advice from a qualified and experienced geotechnical engineer before progressing plans.

On a property already developed, the easiest way to mitigate earthquake risk is to ensure your insurance sum-insured is sufficient to rebuild with heavier duty foundations in the event of total loss (noting this could be fire or flood - not just earthquake).



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FLOODING

The map shows general details about flooding patterns and areas at risk. There are 3 coloured zones; Blue (flood risk areas), cream (low risk areas) and cross-hatch blue (areas not included in the flood study and which may or may not be susceptible to flooding).

The maps have been produced using computer models using verification with actual events where possible. Flood extents shown in the maps are not meant to show specific flooding details on each property.

Flood modelling is based on 100-year return period events (1% annual exceedance probability) for river flood risk areas, and 50 year return period events (2% annual exceedance probability) for floodplain flood risk areas.

The effects of climate change have not been included in this flood modelling.

These maps should not be relied upon as the sole basis for making any decision in relation to potential flood risk. Contact the Hawke's Bay Regional Council Engineering Department if further information is required with regards to a specific property.

Urban pipe networks and flooding on the street network in the urban areas have not been considered in the flood modelling. Urban areas show flood risk areas that are the result of the capacity of open drains being exceeded.

In some flood risk areas, houses and other structures may be elevated above the ground, and would be considered not floodable. These cases are not identified in this flood modelling.

Flooding vs. Ponding

Major flooding happens when the capacity of a stream or drain is exceeded. Small scale, localised ponding may occur in areas where water cannot get to the stream through the normal paths of overland flow when the streams are not in flood. The flood hazard study does not consider this type of localised ponding in detail.

Learn more about our flood risks <https://www.hbemergency.govt.nz/hazards/storms-and-floods/>

What can you do?

If you are thinking about buying a property which is subject to flooding:

1. Get a Land Information Memorandum (LIM) report from the city or district council.
2. Find out about the history of the area. Ask local people who have lived in the area for a long time about events in the past.
3. Check out your potential purchase during a storm.
4. Be aware a resource consent may be required for any new building or additions or extensions to existing buildings on the property.

If you already own a property at risk from flooding, then:

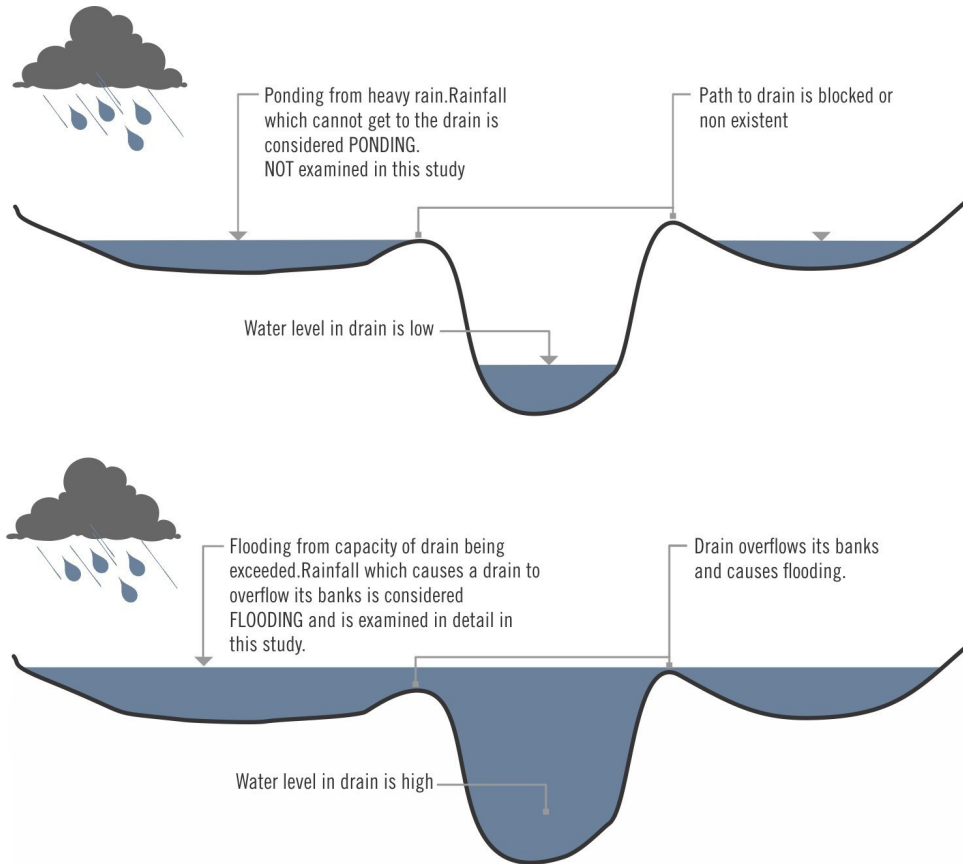
1. Organise a household emergency plan and be prepared to evacuate quickly if necessary.
2. Check the weather forecast regularly as severe weather watches and warning are issued by the MetService and are available via email alerts.
3. If a flood is imminent, lift valuable household items and chemicals as high above the floor as possible. Consider using sandbags to protect your home.




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	<p>The information displayed is schematic only and serves as a guide. It has been compiled from Hawke's Bay Regional Council records and is made available in good faith but its accuracy or completeness is not guaranteed. Cadastral Information has been derived from Land Information New Zealand's (LINZ) Core Record System (CRS).</p> <p>CROWN COPYRIGHT RESERVED. © Copyright Hawke's Bay Regional Council.</p>	<p>10/01/2024</p>

DETENTION DAMS

This map shows zones at risk of damage from water from detention dams. A detention dam is a dam built to catch surface runoff and stream water flow in order to regulate the water flow in areas below the dam. Detention dams are used to reduce the damage caused by flooding and to manage the flow rate through the downstream channels. The reservoir behind the dam is normally dry, and will only fill during severe rainfall.

Failure of a detention dam usually occurs from overtopping or piping:

1. Overtopping of a detention dam occurs when the water level behind the dam exceeds the dam crest height. The dam crest is the top edge of the dam. Overtopping is caused by extreme flooding or severe waves. The severe waves can be a result of high winds, landslides, and earthquakes. If overtopping occurs, the dam may fail due to the erosion caused by the overtopping waters.
2. Piping occurs when seepage through the body of the dam becomes so great that the material that makes up the dam itself is washed away, and the dam can no longer hold the water behind it.

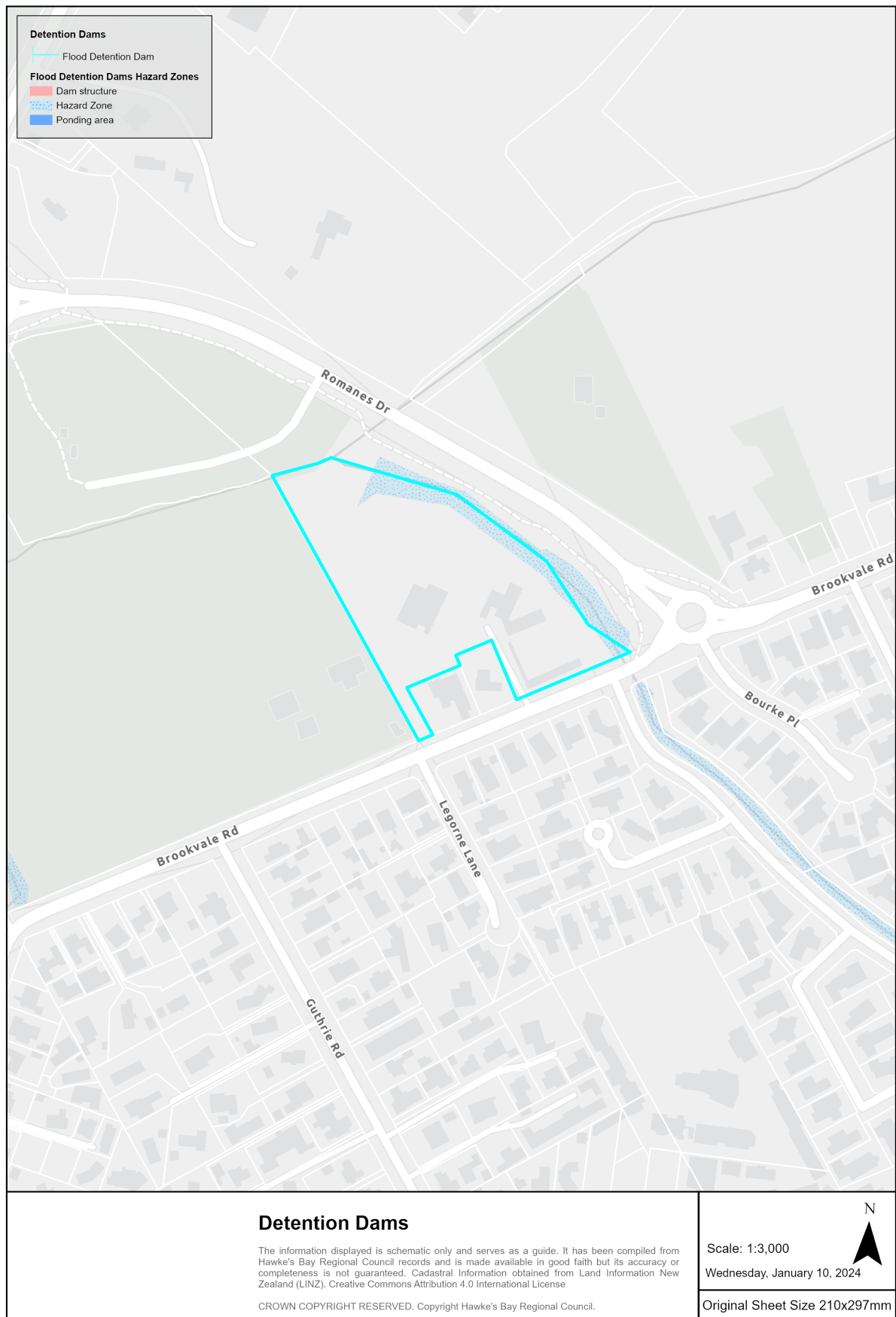
In both failure modes, water, silt and debris would flow down the channel, causing widespread destruction to anything in the flow path.

Most failures of dams occur quite rapidly, and as such there is unlikely to be any substantial warning time for those in the immediate downstream vicinity. However, since the detention dams only fill during times of heavy rain, (and thus these times are the only times the dam is likely to fail) most people are already aware of flooding hazards.

What can you do?

Avoidance of floodable areas is the most effective way to stay safe from the dangers associated with detention dam failures.

If you have assets at risk from detention dams, then check the weather forecast regularly as severe weather watches and warning are issued by the MetService and are available via email alerts.





MEMO

To: David Bishop (Team Leader Environmental Consents/Subdivision / Hastings District Council)

From: Deyana Popova (Urban Designer / Urban Perspectives Ltd)

Date: 3 March 2024

Subject: Medium Density Residential Development Proposal by Oderings Nurseries ChCh Limited at 55 & 57 Brookvale Road, Havelock North: Urban Design Review (RMA20230145)

1. INTRODUCTION

I have been engaged by the Hastings District Council to undertake an urban design review of the proposed comprehensive medium-density residential development at 55-57 Brookvale Road, Havelock North.

The proposed development, comprising 35 new residential dwellings, requires resource consent for a non-complying activity (land use and subdivision) as the development site sits within the Plains Production Zone where medium density residential development is not envisaged.

The review is focused primarily on the potential impact of the proposed development on the surrounding public realm. To that end, the scope of the assessment is limited to the following urban design issues/matters:

- a. relationship of the proposal to adjacent open spaces including Guthrie Park to the west (the park) and Karitūwhenua Stream Reserve to the north and east (the stream reserve), and to Brookvale Road to the south; and
- a. potential visual impact of the development on public views from the surrounding streets (Brookvale Road and Romanes Drive) and from within the park and the stream reserve respectively.

Understanding the extent to which the proposal integrates with and contributes to the quality, safety and visual amenity of surrounding public spaces (in terms of site layout, building form and landscape treatment) is a central assessment issue.

The District Plan design criteria for comprehensive residential development (Chapter 7.2.8F) along with the aligned matters in the Hastings Residential Intensification Design Guide 2020 (Design Guide) set up the framework for the assessment. Note that while the above provisions are relevant to the assessment, the proposal is to be assessed as a non-complying activity and accordingly a broad range of urban design matters may be considered.

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The assessment is based on the review of the following documents:

- i. The relevant parts of the Applicant's AEE
- ii. Applicant's Urban Design Statement
- iii. Architectural Plans, 11/07/2023
- iv. Landscape Plans, 28/08/2023
- v. Landscape and Visual Effects Assessment
- vi. Council's initial assessment of the proposal against the Medium Density Design Guide 2020, dated 16/05/2023
- vii. Council's section 92 request letter (RFI)
- viii. Applicant's RFI Urban Design Response
- ix. Summary of submissions.

I have visited the site and I have discussed the proposal with the relevant Council officers in terms of background and any prior urban design advice provided to the Applicant, along with other matters relevant to the assessment.

Development Site and Proposed Development: Overview

Development Site and Context - located at the northern end of Havelock North the proposed development sits within the Plains Production Zone of the Hastings District Plan. The development site has been described in the Applicant's Urban Design Statement and in the Landscape and Visual Effects Assessment. To avoid repetition, I have highlighted below the aspects of the site and its context that are most relevant to the scope of my assessment.

- The site, which occupies a substantial part of the Oderings site, is essentially flat. It has a short street frontage along Brookvale Road interrupted by an existing single-storey dwelling at 53 Brookvale Road.
- To the north, east and west the site is surrounded by open space reserves (Gurthie Park and Karituwhenua Stream Reserve, with the BMX park located further to the north). Romanes Drive runs parallel and to the east of the stream reserve.
- The open space context coupled with the layout of the existing street network around the site increases its visibility. The east and west frontages of the site, facing Gurthie Park and Karituwhenua Stream respectively, are highly prominent in views from the adjacent Romanes Drive and from within the reserves themselves.
- The wider context around the site to the south, east and west of the park is residential in character comprising mostly single-story, stand-alone dwellings on individual lots.
- The proximity of the site to extensive open space reserves and nearby schools and transportation links makes it suitable for a higher density residential development.

Proposal Development - the proposed 35 new dwellings are arranged around an internal loop road accessed from Brookvale Road. While the proposal uses a range of typologies, two-storey stand-alone dwellings are the predominant building type throughout the development with only a few duplex and terraced dwellings. Single-storey dwellings are limited in number and have been clustered together at the southern end of the development around the existing dwelling at 53 Brookvale Road (refer Fig 1: Proposed Site Plan).



Fig 1: Proposed Site Plan

The proposal incorporates two pedestrian links to Guthrie Park located towards the northern and southern end of the development site respectively. The pedestrian link at the southern end is intended to be open for public use.

2. ASSESSMENT REFERENCE POINTS

Given the focus of the assessment, the relationship of the proposal to the surrounding public spaces, and the way it integrates with and contributes to those spaces, is a central assessment issue.

Site layout, massing of building form, building design and landscape treatment are the main design elements that influence the relationship of a development to surrounding public space and its contribution to that space.

Site layout and massing of the building form are the 'primary' structuring elements of any development comprising:

- the roading layout and associated block structure; and
- the form, scale and placement of buildings within each block and their relative position to each other and to any adjacent streets/open spaces.

The design of the 'primary' elements largely determines the overall outcome in terms of open space structure, access/connectivity and 'private' residential amenity (building orientation/sunlight access, outlook, privacy) while also affecting 'public' amenity values such as safety and visual amenity. The way site planning and massing respond to the conditions of the site and its setting influences the integration of the development to and its impact on that setting. The 'primary' elements, although under slightly different headings,

are covered by the Design Guide (Section 1.5) under the principles titled: 'fits well' (sensitive to context), 'works well' (functional) and 'connects well' (connected). At a more detailed level, the outcome is influenced by 'second-tier' elements including:

- the specific architectural/design treatment of buildings (façade modulation, design detail, materials and colours); and
- intended landscape work (hard surface treatments, planting and fencing).

In relation to medium-density development variation of building form and the use of landscaping, as a means to reduce perception of density, are key urban design issues. The 'second-tier' design elements are covered by the Design Guide (Section 1.5) under the principles titled: 'looks good' (aesthetics), 'feels good' (safe and warm) and 'sustainability' (enduring).

A positive urban design outcome is expected to deliver an integrated development where all of the above elements have been considered together and in relation to the character of their setting, while navigating 'public realm' values and 'private' residential amenity objectives in a balanced and considered way.

As already discussed, the Hastings Residential Intensification Design Guide 2020 (Design Guide) along with the District Plan design criteria for comprehensive residential development (Chapter 7.2.8F) set up the framework for the assessment. I note that the matters under both sets of provisions are closely aligned with the Design Guide supplementing the District Plan design criteria with further and more detailed guidance. The Design Guide is structured around six overarching design principles (Section 1.5) and associated 'good residential design' elements (Section 2). Section 3.3 provides general guidance for comprehensive residential development. I note that not all of the guidelines are directly relevant to the assessment.

3. ASSESSMENT

As a comprehensive development the proposal has taken an integrated approach to its planning and design and, as a result, it exhibits many positive urban design attributes. There are, however, particular design aspects and elements which require further design attention as discussed below.

Site layout/massing

The proposal is developed around an internal loop-road accessed from Brookvale Road via an internal 'entrance' road that separates the site from the adjacent Garden Centre and provides access to the Garden Centre carpark.

The proposed roading layout creates five blocks of varied shape and size and incorporates three relatively short 'cul-de-sac' lanes servicing dwellings which do not have direct access from the loop road. Pedestrian links to Guthrie Park are provided at the northern end and towards the southern end of the site, with the southern link developed as a public lane connecting to the Garden Centre. The proposed cul-de-sac lane adjacent to the Garden Centre allows informal pedestrian access to Karitūwhenua Stream Reserve.

The proposed internal loop-road layout with short cul-de-sac lanes and pedestrian links is, in principle, a valid and commonly used response to site development. However, in the context of the development site, it creates a layout where the two most prominent public frontages of the site (facing the park and the stream reserve respectively) are defined by dwellings presenting their 'backs' and associated rear private outdoor areas to the adjacent public spaces. Such an outcome is not preferred from an urban design 'best practice' perspective as it carries an inherent tension between:

- 'privacy objectives' aimed at maximising privacy of outdoor living areas; and
- 'public realm objectives' aimed at creating positive street/reserve frontages with buildings presenting their 'public fronts' to adjacent streets/public spaces and optimising passive surveillance at all times (i.e buildings with open front yards and main entrances oriented to and addressing the adjacent public environment).

Interface with the Park - the above issue associated with the treatment of the reserves' frontages was identified by the Council in its initial urban design assessment.¹ To address the issue the assessment suggested exploring a roading option with 'edge lanes' running along the reserves' frontages of the site. In principle and given the open space context of the development site, I consider that to be a valid suggestion/recommendation. Notwithstanding this, I acknowledge that edge lanes along both reserve frontages will increase the amount of roading and might not necessarily improve the overall outcome.

However, incorporating an edge lane along the primary/park frontage only is warranted in my opinion, as it can deliver a more appropriate public/private interface and a superior urban design outcome for the following main reasons (refer to Fig 2: Roading layout with an 'edge lane' along the park frontage/indicative sketch diagram):



Fig 2: Roading layout with an 'edge lane' along the park frontage / indicative sketch diagram

¹ Consideration of the proposed Oderings Medium Density Residential Development against the Hastings Intensification Design Guide 2020, dated 16 May 2023.

- i. will create a more legible public/private interface where the park edge is clearly defined by a landscaped 'edge lane' and activated by the main building entrances and the windows of the proposed open-plan/double-ended living areas. This will provide a more interactive and truly 'public' building frontage with a clearer sense of delineation between public and private while maximising passive surveillance at all times. It also will provide a sense of transition between the development and the park assisting the integration of the park-facing buildings to the park;
- ii. will create a more compact site layout by integrating dwellings 19-26, 4-6 and 27-29 in a single block. As a result, most of the dwellings along the park (dwellings 19-26) will address the park with their main entrances. Consequently, their private outdoor areas will be located at the rear backing onto the rear outdoor areas of dwellings 4-6 and 27. This will help to maximise the privacy of the outdoor living areas of all of the dwellings within the newly created block while enhancing the public frontage of the park. Such an arrangement, often referred to as a 'front-to-front/back-to-back' arrangement, is a 'best practice' site planning principle;
- iii. will eliminate the need for a cul-de-sac lane at the northern end of the development and allow all dwellings in that location to be accessed directly from the loop road, thereby improving the legibility of the site layout;
- iv. will eliminate the need for tall 'side yard fences' between adjacent dwellings (dwellings 19/26), noting that in the current proposal the subject side yard fences will be prominent in views from the park, emphasising the perception of density;
- v. the washing lines for dwellings 19-26, which are likely to be visible from the park in the current proposal, will remain hidden from public view under the 'edge lane' scenario as they will be located in the rear yards;
- vi. will reduce the amount of visible 'rear yard' fences within the development - e.g. dwellings 4-6 and 27-29 which currently have their rear yard fences fronting the loop road will, under the recommended 'edge lane' scenario, share a common rear fence with the park-facing dwellings; and
- vii. introducing an edge lane along the park: (a) will not significantly increase the amount of roading compared to the currently proposed layout, and (b) will not necessarily reduce the yield, but might require the use of some Type C dwellings which have a slightly smaller footprint instead of the currently proposed Type B dwellings. Introducing some Type C dwellings in itself will be positive as it will help to vary the building form along the park's frontage (noting that, as proposed, the park frontage is dominated by a row of dwellings of the same typology).

Under an edge lane scenario, the layout of dwellings 32-34 and their relationship to the park will remain unchanged, i.e. they will still have their rear yards/open spaces facing the park. Subject to amendments to the proposed side fencing and landscaping (refer recommendations under 'landscape work'/p.12-13), I consider this to be an acceptable outcome, given the location and limited number of these dwellings and their reduced visibility in views from the park.

Dwelling 35, which sits on a long narrow lot corner accessed from Brookvale Road, has frontages along both the park and the road. As currently proposed, the side/park-facing fence of that unit has an inconsistent design - its northern end continues the fence design of the adjacent lots 32-35 (1.2m permeable pool style fence + landscaping), while the fence for the remaining part of the park frontage and that around the street frontage changes to a 1.8m timber fence with permeable top (refer Fencing Location Plan/LFPO1). Such a response interrupts the continuity of edge treatment along the park and does not create a positive street frontage. Given the prominent corner location of Lot 35, the proposed fencing design needs to be amended to improve the outcome (refer to recommendations under 'landscape work'/p. 12-13). For similar reasons, the fencing arrangement for the side/park-facing fence of Lot 18 will also need to be reviewed.

Interface with the stream reserve - under the edge lane scenario which relates to the park frontage only, the layout of dwellings facing the stream reserve will remain unchanged, i.e. they will still have their rear yards/open spaces facing the reserve. I consider that the proposed arrangement, subject to recommendations under 'landscape work' (re fencing and planting), will provide an acceptable outcome. This is because of the location of that frontage and the different ways the stream reserve is used and experienced in public views relative to the park.

Interface with Brookvale Road - I note that there is no perspective or visualisation (included in the Landscape and Visual Assessment) showing the impact of the proposal on Brookvale Road to facilitate an assessment. However, given the limited street frontage of the development along Brookvale Road it is not expected that the two new dwellings on either side of 53 Brookvale Road will create any significant streetscape issues, except for the front fence of dwelling 35, which, as part of the Brookvale Road frontage, will require further design attention as already discussed.

Note: To optimise the recommended 'edge lane' scenario or improve the currently proposed layout (while enhancing the connectivity of the wider area), the possibility for a new pedestrian pathway running north-south along the western boundary of the site (on park land) is worth considering. I understand that such a possibility was discussed with the Applicant early on and that the Council has been generally supportive of that. Any such pathway, if considered, should be developed as an integral part of the development in terms of surface treatment and landscaping. Ideally it should be part of a wider public initiative incorporating the possible future footpath upgrade along the entire Brookvale Road frontage of the site to connect it to the walkway along the stream reserve. I note that the desire to connect the stream reserve walkway to the pedestrian sidewalk along Brookvale Road in front of Oderings was identified in the Te Mata School submission (submission 38).

Applicant's RFI response - the Applicant has provided explanations in favor of the currently proposed site planning/roading layout, stating that relative to the other options investigated by the design team it '*offered the best compromise between all stakeholders and the development objectives*', (p. 2, Urban Design RFI Response). I note that there are no drawings (diagrams or sketches) included in the Applicant's response to illustrate any of the alternative site layouts options explored.

However, the reasons for not using edge lanes have been specifically addressed by the Applicant (p. 2/3, Urban Design RFI Response). While I understand the logic of some of the reasoning provided, I consider that overall, the proposed layout appears to prioritise

'private amenity' outcomes over best practice public realm objectives. Consequently, it does not achieve the same level of balance between 'public' and 'private' amenity objectives that an edge lane scenario could deliver.

Summary comment - based on my assessment I conclude that an edge lane along the park will deliver a more appropriate and better-balanced public/private outcome compared to that provided by the current layout. Therefore, amending the road layout to incorporate an edge lane along the park is recommended. If, however, a decision is made to retain the currently proposed layout (i.e. no edge lane is to be introduced), then the detailed landscaping treatment/fencing along both reserve frontages will need to be reviewed to improve the outcome (see suggestions and recommendations under 'landscape work' (re fencing and planting).

Note: Under the currently proposed site layout the public value of a potential new pathway along the western boundary of the site (as previously discussed) will be elevated as it will not only help to improve connectivity but will also help to enhance the definition and quality of the public/private interface and provide a much-needed sense of transition between the park and the development. Consequently, this will improve the integration of the development into the park.

Building Form

Proposed dwelling typologies and their distribution across the site - the proposal uses four dwelling typologies (referred to as A, B, C and D) based on variation in size, height and form. Most of the dwellings (23 of 35) are stand-alone with a small number of duplex, semi-detached and terrace dwellings. While there are four dwelling typologies proposed, Type B (two-storey stand-alone dwelling) is the predominant typology used throughout the development. This raises potential issues of visual repetition, especially where the Type B dwellings have been used in the same location (see further comments under 'variation in building form' below).

Most of the dwellings (30 of 35) are two-storey dwellings spread almost evenly throughout the development except for the southern end of the site where a small number of single-storey dwellings (5 of 35) have been clustered together adjacent to and around the existing single-storey dwelling at 53 Brookvale Road. This response is appropriate as it helps to reduce the impact on the existing dwelling while optimising the development potential of the site.

Variation in building form - overall, the proposed typologies and their distribution across the site are generally appropriate in terms of massing and collective building bulk, except for the proposed repetitive use of the same typology (Type B) which dominates the two most prominent frontages of the site (facing the park and the stream respectively). My detailed comments on that matter are summarised below:

- i. Both the park and the stream reserve frontages of the site are defined predominantly by the same two-storey stand-alone Type B dwellings within a 'zero lot boundary' arrangement. Using stand-alone dwellings accentuates the individual scale of each unit and helps to break up the collective building bulk. However, applying the same typology in relatively long rows, as proposed, can result in visual repetition/monotony, thereby affecting the character and visual experience of the development in views from the adjacent public spaces.

- ii. The visualisation images attached to the Landscape and Visual Effects Assessment (Viewpoints J, K, L, Q) illustrate the proposed collective building form along the reserves' frontages comprising dwellings of the same type/form with similar separation distances between them. The images illustrate that the repetition of building form will be clearly understood in representative public views from the surrounding public spaces, hence finding ways to address this is important from a 'public realm'/visual amenity perspective. Possible ways to address the issue and achieve a sense of variation include:
 - a. mix Type B dwellings with another typology and/or apply Type B in a duplex arrangement to create variation in building frontage width and consequently vary the collective building form/silhouette in public views. The positive effect of mixing stand-alone and duplex dwellings, even if from the same typology, is seen in Viewpoint Q visualisation where two of the Type B dwellings (units 25 & 26) appear as duplex dwellings. This helps to vary the visual rhythm along the dwelling row, add diversity and consequently moderate the sense of sameness; and/or
 - b. introduce an appropriate level of variation in detail, materials and colour to enhance the individual presence of each dwelling or groups of dwellings and provide visual interest and diversity as promoted by the Design Guide. Achieving an appropriate level of design variation along the park and stream reserve frontages is important given their visual prominence.
- iii. Regarding point (ii)/b above, the Applicant (in the initial Design Statement and subsequent RFI response) has discussed and reiterated their approach to managing variation in building form. As I understand it, the Applicant believes that an appropriate level of built form variation will be achieved over time primarily through:
 - a. the architectural form of the dwellings which supports material and colour variation with the sense of variation further supported by the proposed landscape work; and
 - b. the 'colour design statement' provided by the Applicant outlining the intended use of colour in conceptual terms (e.g. use darker colours for Type A dwellings, while cladding for Types B and C can be the same colour with the desired sense of variation to be achieved by the use of different cladding materials).
- iv. While, in principle, the proposed approach to design variation is conceptually valid, its implementation to support the desired building design outcomes will be difficult to effectively manage in my opinion. My comments on that matter are summarised below:
 - a. the development is dominated by Type B dwellings, which in the first instance, will limit variation in building form throughout the development. This will be particularly evident along the reserves' frontages of the site. Under these circumstances an effective and clearly defined strategy will be required to implement the Applicant's design intent;

- b. the Architectural Plans (refer Drw A 109) indicate the use of three different categories of cladding materials for Type B dwellings (labeled A, B and C). Under each category a range of possible alternative claddings have been specified (e.g. category A: brick or plaster; category B: vertical timber, fibre cement panels or metal cladding; and category C: horizontal timber or fibre cement panels);
- c. in principle, the range of the proposed cladding materials and their intended use (refer Drw A 109) are appropriate as they provide design flexibility and support potential variation in design appearance. However, it is not clear how the alternative cladding choices under each category are to be made and applied to achieve variation between adjacent dwellings of the same form/typology (as for the row of Type B dwellings along the reserves' frontages);
- d. I also note that some of the materials within the proposed material palette convey a stronger sense of design quality and/or provide a stronger sense of texture/visual interest - characteristics that are highly desirable for visually prominent buildings, such as those along the reserves' frontages. The absence of a specific mechanism guiding the choice/application of alternative cladding materials, can result in rows of dwellings with the same and/or less textured material palette appearing next to each other. This, in tandem with the possible use of the same colour, as *'dwelling types painted the same colour are not discouraged'*², can result in a visually repetitive 'streetscape' - an outcome that does not support built form variation and is inconsistent with the Design Guide. Possible ways to address this include:
 - encourage the Applicant to identify several different 'combinations' within the proposed range of alternative claddings (under categories A, B and C) and specify selection/location of cladding choices for each combination; and
 - specify how the different 'combinations' are to be applied in the rows of Type B dwellings along the reserves' frontages to achieve an effective sense of variation. In addition, suggesting some colour variation associated with each 'combination' could also be considered.

An approach similar to that suggested above will help to simplify and facilitate the certification process. To facilitate this process further, the identified 'combinations' should be labeled accordingly, and their intended application marked on a plan included in the 'approved plans' set.

Applicant's Urban Design RFI Response - the Applicant has offered a consent condition (Urban Design RFI Response, p.5) regarding the intended use of materials and colour. The condition requires a 'cladding plan' for each dwelling to be prepared and certified by the Council prior to construction. The cladding plan should contain selection/location of cladding choices as well as colour choices per dwelling.

² (refer 'cladding design statement'/ Applicant's Urban Design Statement, 31 May 2023/p. 5)

While such a condition will enable assessment of the intended cladding materials/colours for each dwelling, it alone cannot ensure or help to achieve design variation between adjacent dwellings of the same typology. Hence, incorporating the intent of the above suggested recommendations into the Applicant's proposed condition is necessary in my opinion to effectively manage the desired outcome.

Landscape Work

The proposal includes a detailed landscape plan showing the intended landscape treatment for each lot and that envisaged for the proposed vehicle circulation areas and pedestrian links. The proposed landscape work and fencing influences the quality of the entire development and is particularly important in relation to the edge treatment along the reserves - a matter that is central to the scope of this assessment. My comments on the proposed fencing and landscape work are summarised as follows.

Fencing - the proposed fencing plan includes the use of following fencing types (refer Landscape Fencing Locations Plan/Drw LFP01):

- predominantly low/1.2m aluminum pool style permeable fencing with timber framing along the public frontages of the site facing the adjacent open spaces and along most of the internal roading;
- 1.8m solid timber fencing with permeable top along external side and/or rear boundaries; and
- 1.8m solid timber side fencing between adjacent dwellings.

The fencing plan does not indicate whether the proposed timber fencing will be painted/stained finished or is it to remain 'untreated'. Given the visibility of most of the intended 1.8m timber fences it is important to ensure that they are painted or stained to improve the quality of the outcome.

The proposed fencing associated with the private outdoor areas of the dwellings along the reserves' frontages raises the following questions/issues:

- a. the proposed 1.2m permeable fence supplemented by 1.5m hedge to be used along the two reserves' frontages is a generally positive response in the context of the current layout, although the Design Guide promotes more 'open' frontages to adjacent open spaces in cases where the rear private spaces back onto those spaces (refer Fig 3). In relation to that, the height of the hedge should ideally be lower. Further to that it is not clear how the height of the hedge is to be maintained to 1.5m to support clear sightlines, noting that some residents might need a higher level of privacy given the public nature and frequent use of the surrounding open spaces, particularly that of Guthrie Park. I also note that the proposed low fencing/planting might not be able to fully screen the washing lines exposing them in public views from the park and the stream reserve - an outcome that is not ideal;
- b. the proposed 1.8m solid timber fences between adjacent dwellings, which connect to the lower 'rear yard' fences of the dwellings facing the reserves, will be prominent in public views. This will reduce the sense of openness along the park's frontage and emphasise the sense of density. The visual effect of the side fences will be further increased by the lack of planting along their edges to soften

their appearance (noting that the space along the side fences appears insufficient to allow for side fence 'greening'). The Design Guide does not support visible solid tall side fences between adjacent dwellings in cases where private open space backs onto a public reserve and suggests the use of hedging instead (Design Guide / Section 2.4, p.18, refer Fig 4);



Fig 3: Residential Intensification Design Guide, p.18

- c. the side fences for dwellings 18 and 35 facing the park and the front fence for dwelling 35 do not support a positive public realm interface due to their height and/or type, noting that in both cases the fencing is highly visible either from the road and/or the park, with the fencing for dwelling 35 shaping the prominent south/west corner of the site (refer comments under 'site layout'); and
- d. the proposed 1.8m timber fences defining the proposed pedestrian links to the park (external side fences for dwellings 19, 26 and 32) will reduce the openness and overall quality of those links, noting that the fence for dwelling 32 is solid timber fence unlike the other fences which have a permeable top.

I note that most of the above issues arise primarily from the proposed site layout/building arrangement where private outdoor living areas back onto the adjacent open spaces. For the park-facing dwellings, the above issues can be eliminated through an alternative roading layout incorporating an edge lane as already discussed.

If a decision is made to support the currently proposed layout, the following is recommended to improve the outcome for the dwellings located along both the park and the stream reserve frontages (dwellings 19-34 and dwellings 10-18 respectively):

- i. lower the side fences between adjacent dwellings to 1.5m and soften their impact through planting. Alternatively, a 1.5m hedge could be used instead of side fencing;

- ii. minimise visibility of the washing lines in public views from the adjacent reserves (through relocation and/or appropriate screening);
- iii. ensure the height of the proposed hedge along the rear yard 1.2m permeable fences for all reserves-facing dwellings is kept to 1.5m maximum at all times;
- iv. re dwelling 35 - use 1.2m aluminum permeable pool style fence + planting along the road frontage of dwelling 35;
- v. re dwellings 18 and 35 - use 1.2m aluminum permeable pool style fence + planting for the park-facing side fences of dwellings 18 and 35 to achieve visually consistent treatment along the entire frontage of the park;
- vi. re dwellings 19, 26 and 32 - use 1.5m permeable aluminum pool style fences + planting for the external side fences of dwellings 19, 26 and 32;
- vii. re external side fences for dwellings 26 and 32 - set back the external side fences for Lots 26 and 32 from the edges of the adjacent pedestrian pathway (intended as a public link to the park). This is to provide a wider area for planting and enhance the edge treatment of the proposed 'public' pedestrian link between dwellings 26 and 32; and
- viii. include a consent condition requiring that all timber fences are painted or stained finished.

Tree planting/hard surface treatment - the landscape plan shows trees along both of the reserve boundaries, which is positive. I note that the planting schedule does not include information on the mature height of the proposed tree species to be able to fully understand their scale. The use of trees is important as they provide a sense of spatial transition and 3D separation between the buildings and the adjacent open spaces and help to reduce the sense of density. To that end, it is important to ensure that the proposed tree species: (i) are sufficient in number, and (ii) are of appropriate scale/height to achieve that.

The Landscape Plan shows the same surface treatment for both streets and footpaths within the development. However, the Design Statement and associated site plan included in the Architectural Drawings set indicate that the footpaths and pedestrian links are intended to have a different surface treatment to mark their different function and enhance their quality. It is important that this design intent is implemented.

To address the above issues the following needs to be considered:

- i. include a condition of consent specifying the minimum number of trees and associated tree species (based on the figures/information provided in the planting schedule) to ensure the proposed tree planting is implemented as intended. This is particularly important for the trees along the reserve frontages. It is recommended that the planting schedule is updated to include information on mature tree height and the height at time of planting to facilitate implementation; and
- ii. include a condition of consent requiring that the surface treatment of footpaths/ pedestrian links within the development is different from that used for roading.

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4. CONCLUSIONS/RECOMMENDATIONS

The proposal is to be assessed as a non-complying activity and accordingly a broad range of urban design matters may be considered. I have carried out an urban design assessment with a limited scope focusing on the relationship of the proposal to the surrounding public realm and its impact on and contribution to the visual amenity, safety and overall quality of the adjacent public spaces.

The assessment was carried out against the relevant principles of the Hastings Residential Intensification Design Guide 2020 in relation to the main design elements of the proposal that most strongly influence the relationship to the adjacent reserves and the treatment of the public/private interface.

The assessment established that while the proposal has approached the development in an integrated manner and exhibits many positive attributes, there are particular design aspects (discussed in Section 3 of the report) which require further design attention. To address that a number of recommendations were made relating to the following matters:

- a. amendments to the loop-road layout to incorporate an edge lane along the park frontage - this is to improve the relationship to the park and provide a better-balanced public-private interface;
- b. amendments to the proposed management of built form variation and design quality through design specifications and associated consent conditions to ensure the effective delivery of the desired outcomes; and
- c. amendments to the proposed fencing and landscaping to improve the relationship to the adjacent reserves.

Subject to addressing the specific recommendations highlighted in Section 3, I consider that the proposal will create a positive public/interface, enhance the visual amenity and safety of the adjacent open space reserves and achieve an appropriate level of integration with the surrounding public realm.

Deyana Popova
Urban Designer /Urban Perspectives Ltd



14 March 2024

55-57 Brookvale Road, Havelock North

RMA20230145, Oderings Nurseries Chch Ltd

Response to Urban Design Memo to HDC

Attention:	
Joe Gray (Principal Planner / Saddleback)	joe@saddleback.nz
David Bishop (Team Leader Environmental Consents/Subdivision / Hastings District Council)	

Dear Joe,

The following is a response to the Urban Design Memo (**the memo**) prepared by Deyana Popova (Urban Designer) of Urban Perspectives Limited for Hastings District Council (**HDC**) dated **3 March 2024** following her review of the development proposal. The recommendations of this assessment were:

- 4(a). *Amendments to the loop-road layout to incorporate an edge lane along the park frontage. This is to improve the relationship to the park and provide a better-balanced public-private interface;*
- 4(b). *Amendments to the proposed management of built form variation and design quality through design specifications and associated consent conditions to ensure the effective delivery of the desired outcomes; and*
- 4(c). *Amendments to the proposed fencing and landscaping to improve the relationship to the adjacent reserves.*

We have reviewed these recommendations and provide the following comments and considerations in response.

Recommendation 4(a)

- 4(a). *Amendments to the loop-road layout to incorporate an edge lane along the park frontage. This is to improve the relationship to the park and provide a better-balanced public-private interface;*

Response to Urban Design Memo from HDC
RMA20230145, Oderings Nurseries, Brookvale Road, Havelock North

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https://saddleback520-my.sharepoint.com/personal/joe_saddleback_nz/Documents/Saddleback/202303003 - Brookvale Road Plan Change and RC/05 RC Application RFI/Response/March 2024 UD Response/240315_Brookvale Road_Urban Design Response.docx



The assessment of the road layout and its effects which inform this recommendation are addressed on pages 4-8 of the memo.

Ms Popova describes the site layout as a loop road with '*three relatively short -cul-de-sac' lanes servicing dwellings which do not have direct access from the loop road*' and '*The proposed internal loop-road layout with short cul-de-sac lanes and pedestrian links is, in principle, a valid and commonly used response to site development*' – but feels a better outcome might be possible from alternative layout.

- *The proposed layout appears to prioritise 'private amenity' outcomes over best practice public realm objectives.*
- *Consequently, it does not achieve the same level of balance between 'public' and 'private' amenity objectives that an edge lane scenario could deliver.*
- *Based on my assessment I conclude that an edge lane along the park will deliver a more appropriate and better-balanced public/private outcome compared to that provided by the current layout.*

Response

We disagree. The reasons for our position are detailed below and in Appendix A.

1. Edge lanes are often an access solution for development fronting high amenity environments, but context is crucial. The most pertinent considerations in this instance are connectivity, frontage, and scale.
 - a. As urban designers we generally seek to avoid 'dead ends' and optimise connectivity however in this instance the site is effectively a small promontory which is inherently an isolated development site.
 - b. Edge Lanes are public roads which work where they are:
 - i. Employed on sites of reasonable scale;
 - ii. Are of reasonable length (i.e. >100m) and connect into other roads, and;
 - iii. Effectively increase the extent of dwelling frontage to the high-amenity environment by having development blocks connecting at (generally) right angles to the Edge Lane.
 - c. This site;
 - i. Is relatively small (~2ha) with an irregular shape;
 - ii. Will retain the existing Garden Centre and incorporate a new at-grade parking areas, effectively reducing the residential development land component still further, and;
 - iii. Has no option for 'connectivity' outside of the site – except for pedestrian movement (and to a lesser degree, cycling) around the exterior of the site.



2. Consequently, seeking to use an Edge Lane to facilitate vehicles in this instance would (as detailed in the attached appendix):
 - i. Consume an inordinate amount of land (undermining commerciality) for limited additional public benefit, and;
 - ii. Encourage non-resident vehicle movement into the site, essentially degrading the potential beneficial impacts anyway.
3. The approach employed responds to these challenges and considerations by:
 - a. Providing a single clear, legible vehicle entry route away from the high-amenity pedestrian areas (to minimise pedestrian/ vehicle conflicts);
 - b. Supports and reinforces the pedestrian / cycle routes around the exterior of the site, and;
 - c. Provides through-site pedestrian connectivity to the Garden Centre cafe – principally in support of park users.
4. Where private amenity has been prioritised, it has been provided in a manner that supports strong urban design outcomes, particularly around CPTED. This includes ensuring that there is strong activation (albeit through private use) of rear yards adjoining Guthrie Park and opportunities for passive surveillance from dwellings across both the ground and first floors.
5. Furthermore, the details which Ms Popova uses to support her assessment do not accurately reflect the proposed design.
 - a. Cul-de-sac's are understood as public dead-end roads with a bulbous end allowing for the turning of the vehicles. In this case, the 'cul-de-sac' element terminates a relatively short distance into the site with a roundabout at the garden centre entrance, after which the residential component of the development is serviced by an internal private loop lane. As such, the cul-de-sac is more aptly referred to as an entry road.
 - b. The three 'laneways' are very short, limited-access, very-low speed driveways servicing a maximum 6 dwellings which are owned by the residents whose lots are serviced by the shared accessways. They should be more aptly referred as Jointly Owned Access Lots (JOALs).
6. Each of these JOAL's feature generous landscaping to (i) allow for pedestrian egress, (ii) to provide a higher level of residential amenity, and (iii) provide a stormwater function:
 - a. Two of the three accessways (Lots 101, and 102) allow private pedestrian movements through to Guthrie Park and Karituwhenua Stream Reserve respectively.



- b. These two JOAL's, in combination with the large landscaped at-grade parking area for the Garden Centre provide a high level of visual and physical permeability into and thorough the site.
7. The third accessway (Lot 103):
 - a. Is less than 30m in length with a clear line of site from the entrance point to the end, and;
 - b. Future proofs the overall area for easier redevelopment of the last larger lot (53 Brookvale Road).
8. Therefore, for all the reasons outlined above and the discussion within Appendix A, we chose not to adopt the recommendation to amend the road layout to incorporate an edge lane along the park.
9. Consequently, we defer to the alternate recommendation Ms Popova tables:

If, however, a decision is made to retain the currently proposed layout (i.e. no edge lane is to be introduced), then the detailed landscaping treatment/fencing along both reserve frontages will need to be reviewed to improve the outcome (see suggestions and recommendations under 'landscape work' (re fencing and planting).

Note: Under the currently proposed site layout the public value of a potential new pathway along the western boundary of the site (as previously discussed) will be elevated as it will not only help to improve connectivity but will also help to enhance the definition and quality of the public/private interface and provide a much-needed sense of transition between the park and the development. Consequently, this will improve the integration of the development into the park.

We agree with the recommendation for a new pathway along the western boundary of the site, and this was discussed during design development but was not fully supported by the Council Parks team. We implore Council to reconsider this as the value of creating this link is largely ascribed to the wider community.

Recommendation 4(b)

- 4(b). *Amendments to the proposed management of built form variation and design quality through design specifications and associated consent conditions to ensure the effective delivery of the desired outcomes;*
10. There is an inherent tension between the desire to create visual variety and interest for dwellings, and the need to maintain design cohesion for identity and character of the development as a whole.



It is widely understood and accepted by urban design professionals that 'less is more' and that buildings should in fact be simple canvasses for residents to add their own personalisation and character to.

11. Consequently, we would point out that building plans, including cladding, must be prepared in general accordance with:
 - i. The *Hastings Medium Density Design Framework 2022*, and;
 - ii. The Resource Consent plans, and;
 - iii. Conditions of consent.
12. These checks should provide opportunity and scope prior for planners to ensure design alignment prior to Building Consent approval.

Recommendation 4(c)

4(c). *Amendments to the proposed fencing and landscaping to improve the relationship to the adjacent reserves.*

The following suggestions were made in reference to **Landscape Treatments** of public edges (page 12 of the memo).

- i. *Lower the side fences between adjacent dwellings to 1.5m and soften their impact through planting. Alternatively, a 1.5m hedge could be used instead of side fencing;*
- ii. *Minimise visibility of the washing lines in public views from the adjacent reserves (through relocation and/or appropriate screening);*
- iii. *Ensure the height of the proposed hedge along the rear yard 1.2m permeable fences for all reserves-facing dwellings is kept to 1.5m maximum at all times;*
- iv. *Re dwelling 35 - use 1.2m aluminum permeable pool style fence + planting along the road frontage of dwelling 35;*
- v. *Re dwellings 18 and 35 - use 1.2m aluminum permeable pool style fence + planting for the park-facing side fences of dwellings 18 and 35 to achieve visually consistent treatment along the entire frontage of the park;*
- vi. *Re dwellings 19, 26 and 32 - use 1.5m permeable aluminum pool style fences + planting for the external side fences of dwellings 19, 26 and 32;*
- vii. *Re external side fences for dwellings 26 and 32 - set back the external side fences for Lots 26 and 32 from the edges of the adjacent pedestrian pathway (intended as a public link to the*



park). This is to provide a wider area for planting and enhance the edge treatment of the proposed 'public' _pedestrian link between dwellings 26 and 32; and

viii. Include a consent condition requiring that all timber fences are painted or stained finished.

13. We accept suggestions (i), (ii),(iv) (v) (vi) and (viii), but note:

- a. All plans were prepared in alignment with the *Hastings Medium Density Design Framework 2022* (attached as Appendices for ease of reference).
- b. *Point (iii)* would require a covenant to place freehold titles and would ultimately be the responsibility for Council to actively monitor. This would be onerous and unworkable.
- c. *Point (vii)* would adversely impact the function and amenity of lots 26 and 32 (removing/limiting rear yard access via side yards) and would create maintenance uncertainties as public landscaping would be on private lots.

14. As detailed the pedestrian accessway is 8.0m and sufficiently wide enough to support anticipated movement volumes.

I trust this provides a comprehensive and coherent response to the questions and recommendations put forward by Ms Popova for Hastings District Council.

Kind regards,

Bruce Weir
B Plan, M. UrbDes (Hons)

Principal Urban Designer (*Director*)

Saddleback Planning Limited



APPENDIX A – EDGE LANES

The options for accommodating one or more Edge Lanes were considered throughout the design development process but was discarded for the aforementioned reasons. The images below illustrate the impact an edge-lane would have on the proposal as suggested by Ms Popova.



Concept Sketch by Ms Popova showing the suggested edge-lane treatment with the assumption that all dwelling could be retained.



CAD detail showing the impacts of an edge-lane resulting in the loss of two dwellings and compromising (potential loss) of the terraced dwellings.

To retain the same number of dwellings in this configuration they would need to be either (i) terraced, or (ii) narrower dwellings. In both cases, the effect would be increasing the dominance of the dwellings from Guthrie Park and reduce the residential amenity through the increased dominance of vehicles and front yard service courts.

In addition to previous comments, the internal laneway network as detailed supports:

- a. Less vehicle dominance from Guthrie Park and Karituwhenua Stream (public spaces) when compared to an edge-lane as garaging and parking bays are internal to the development.
- b. An increase of passive surveillance opportunities from dwellings as ground floor living courts can open to the width of the buildings and are not reduced by vehicle access.
- c. Dwelling on Lots 19-26 to have west facing outdoor living areas that achieve good evening daylight when continued use and activation is most likely to occur.
- d. Dwellings separated by the internal laneway have greater separation than if they were adjoining, increasing the sense of privacy and residential amenity.

Additionally, the proposal aligns with the outcome reached by Council’s consultants **Citrus Studio Architecture in April 2020** when preparing a conceptual site masterplan independently to the development team. This is included below.





APPENDIX B – PARK FRONTAGE GUIDANCE

Hastings Medium Density Design Framework 2022

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 and 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 and 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 Ina, and 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/hedging 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.

HASTINGS DISTRICT COUNCIL: HASTINGS RESIDENTIAL INTENSIFICATION DESIGN GUIDE 2020 | HASTINGS MEDIUM DENSITY DESIGN FRAMEWORK 2022

This illustration is of a generic residential rear outdoor living space highlighting good design ideas for connections to an Open Space:

- A Screening from neighbouring outdoor living spaces
- B A mix of hard landscape materials and planting to provide amenity
- C Minimum of 30m² per unit for outdoor living space directly accessible from indoor living areas
- D Open style fencing adjacent to green space
- E Gated access through to public space
- F Directly accessible from internal living spaces
- G Buildings address the Open Space, benefiting from an open outlook

POSSIBLE BOUNDARY TREATMENT ADJACENT TO A PUBLIC RESERVE OR COMMUNAL SPACE

RE: RMA20230145 - Oderings, 55 Brookvale Rd - Applicant's response to urban design review

Deyana Popova <deyana@urbanp.co.nz>

Tue 2024-03-26 9:37 AM

To: Rowena Macdonald <rowena@sageplanning.co.nz>; Anna Sanders <annajs@hdc.govt.nz>

Cc: Dave Bishop <davidb@hdc.govt.nz>

Hi Rowena,

Re 55-57 Brookvale Rd, Applicant's Urban Design Response.

As discussed, my observations/notes regarding the Applicant's urban design response are summarised below.

Re Amendments to the loop-road layout

- The Applicant's response discusses the definition of 'edge lanes' noting that they are public roads suitable for larger sites and therefore not appropriate in the case of the proposed development (note there is no reference to where the definition comes from). The response also highlights that the currently proposed loop road has been designed as an internal private lane.
- Regarding the recommendation for an edge lane, the response assumes that the amended layout will become a public road with a greater width than that of the internal private lane.
- While my recommendation referred to an 'edge lane', in essence, it suggested amending the layout of the internal private loop lane to allow a vehicle access to Lots 19-26 from the west/along the Park boundary as a way to improve the public/private interface. The recommendation did not seek or envisage making the amended loop lane a public road. Rather, it sought a relatively simple change to the configuration of the proposed private loop lane without the need to widen it or treat it as a publicly accessible road. I understand, that subject to approval by the Council traffic engineer, the recommended amendment to the loop lane would not require a greater road width.

Re Amendments to the proposed management of built form variation

- The Applicant's response does not address the issues and recommendations raised in my report. More specifically, it does not address the key issue which relates to the repetitive use of the same building form/design along the two reserve frontages with no certainty that some degree of variation between adjacent dwellings can be achieved through the application of materials/colour.
- As discussed in my report, a suitable condition of consent is required as per some of the suggestions included in my report. If this is not to happen then a possible alternative condition could be something along the lines: That adjacent dwellings along the reserve frontages should use a different combination of materials selected from the material palette included in the architectural plans.

Re Amendments to the proposed fencing and landscaping

The Applicant's response accepts most of the recommendations except for recommendations iii and vii.

My notes on the outstanding recommendations are summarised below:

Recommendation iii:

- I suggest that that if recommendation iii as originally formulated is not to be accepted, then an alternative condition should be put in place to ensure the outcome sought by the recommendation. E.g. Planting types/species used for the hedges along the permeable rear yard fences for all reserves-facing dwellings should have a maximum mature height

of no more than 1.5m. These should be included in an up-dated/revised planting schedule specifying the maximum mature height of the selected species.

Recommendation vii:

- From the Applicant's response it appears that recommendation vii might have been misinterpreted. The recommendation sought enhancing the pedestrian pathway intended as a public link to the park through further planting while maintaining a suitable side yard width allowing rear yard access.
- To clarify the intention of the recommended condition (under recommendation vii) I suggest that it is amended as follows: Setback the external side fences for Lots 26 and 32 from the edges of the adjacent public pathway to align with the edges of the dwellings of these lots. This to create wider pockets of planting along parts of the proposed 'public' pedestrian link to the park.

Recommended conditions re tree planting and hard surface treatment

I note that the Applicant's response does not address the two recommendations re tree planting and hard surface treatment made in my report (p.13 of the report). It is not clear whether these conditions have been accepted by the Applicant.

.....

Please let me know if the above notes are enough to inform the completion of your report or you would like me to prepare a more formal response or provide any further explanations.

Many thanks
Deyana

Deyana Popova
MArch(Urban Design) MSc(Arch)
Director

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Level 5, 82 Willis Street
PO Box 9042, Wellington
New Zealand

From: Rowena Macdonald <rowena@sageplanning.co.nz>
Sent: Friday, March 22, 2024 9:52 AM
To: Deyana Popova <deyana@urbanp.co.nz>; Anna Sanders <annajs@hdc.govt.nz>
Cc: Dave Bishop <davidb@hdc.govt.nz>
Subject: RE: RMA20230145 - Oderings, 55 Brookvale Rd - Applicant's response to urban design review

That would be great, thank you! I'll forward through a Teams invite for 9am on Monday morning.

My work hours may be different from yours. I don't expect you to respond outside of your usual work schedule.



FILENOTE



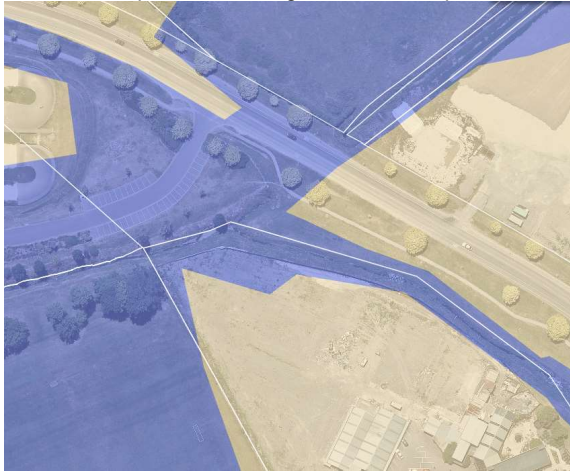
File Ref: Record Number

File Note: Alina Enovan, Development Engineer Consents
Date: 26 February 2024
Subject: RMA20230145 – 55 Brookvale Rd (Oderings) – engineering comments

See below the collated comments following receipt of the Applicant's section 92 response dated 4 October 2023, which require further clarification.

Flood Model/Overland Flow Paths

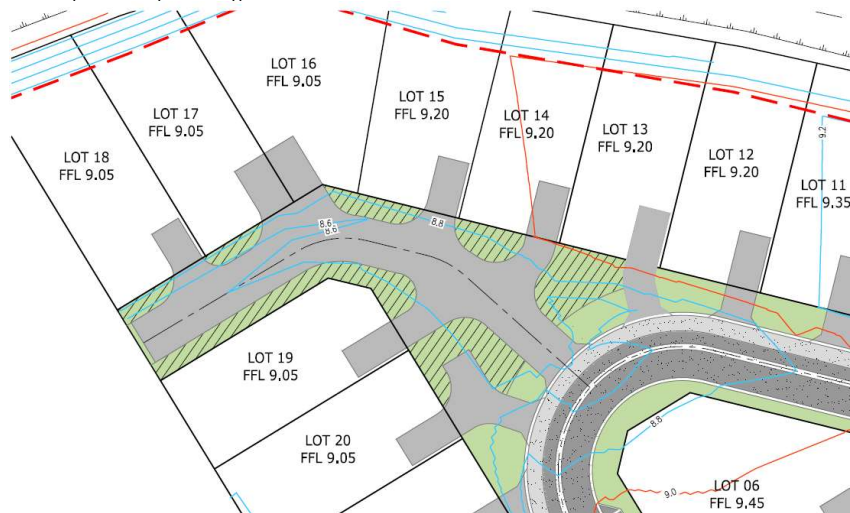
1. The calculation in the Envelope Engineering 'Stormwater Management Report' (dated 29 September 2023) is referring to NZBC E1 Mannings Equation. One of the limitations of this equation is it does not account for the downstream boundary conditions constraints. It can only occur in long, straight, prismatic channels where the terminal velocity of the flow is achieved. Please consider the boundary conditions base on the data which Joe Xie (Council's 3 Waters Modelling & Data Analyst) provided.
2. The levels passed on to Tim Coppelmans by Joe Xie at the location of the Crombie Drain outlet to the Karituwhenua Stream is 18.9m RL in 100yr + Climate Change (CC). Please explain why a lower level has been used on your model.
3. Please address and demonstrate that the concentrated overland flow to Guthrie Park will not be negatively impacted, or the current situation made worse, post development. There should be no negative impacts on the downstream receiving catchment which includes Guthrie Park. Please demonstrate all of those and show that the development will not make worse or create other issues.
4. The flooding analysis done by the consultant is (100yr + CC) is lower than the HBRC flooding shown on the Hazards Portal map (50yr no CC). For comparison, the consultant states that the 100yr + CC flood is not overtopping the Karituwhenua Stream banks, while the HBRC map shows flooding over the lower part of the section.



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Using the HBRC flood level this would indicate some flooding in the lower reaches of the ROW (Lot 102 (Access)). ROW sits around RL 8.6:



From the above, it would be necessary to understand.

- Why is the HBRC model so conservative in comparison to the developer's one?
 - Would the proposed development cause flood volume displacement to other properties?
 - Would there be some flooding along the ROW (Lot 102 (Access)) that could cause flooding for the proposed wastewater (WW) pump station?
 - What will be the maximum depth of the flood water/ponding on the ROW (Lot 102 (Access)), and where will it be located. Please provide a plan showing this.
- Demonstrate that the overland flow path (OFP)/ponding within development has been considered on the minimum floor level (MFL) of the buildings. Please revise the MFL of all buildings.

The plans should not be FFL (finished floor level) but should be MFL (being the level of the building platform). Please revise and amend accordingly.
 - Show clearly how the OFP via Guthrie Park is diverted and demonstrate how the flow path through Guthrie Park will be protected into the future.
 - From the Envelope Engineering 'Stormwater Management Report', the understanding is that the pipes are calculated for 5yr event only. From the plans and the report, it is not clear how the 50yr and 100yr OFP will be diverted, mean channel or spreader level onto the Park or stream. Please provide clarification and show clearly on the plans.
 - Confirm for which event, how the stormwater (SW) is calculated for the public pipes.
 - Confirm for each event, how the stormwater is calculated for the private SW system (the Building code requires 10yr event) and how it is proposed to discharge into the public system (which is 5yr event)? The private swales are more a treatment system rather than attenuation.

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10. What 'Top of Bank' is notated on Engineering Drawing No.411 RC-2 (accompanying the revised Envelope Engineering 'Civil Design Infrastructure Report', dated 29 September 2023)? Is this top of bank or flood level in which event? The 'Notes' mention that it is not indicative of flood levels in the Karituwhenua Stream, but what is shown on the drawing does not appear to be the top of the bank based on existing levels.

Wastewater Pump Station

11. Please confirm whether the intention is for the wastewater pump station to be vested or kept as private infrastructure. If the pump station is to be vested to Council, the developer will need to vest the land on which it sits, at no cost to HDC. Please amend the Scheme Plan accordingly.

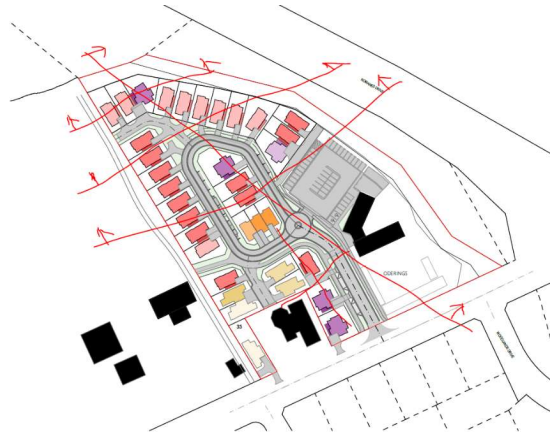
The wastewater pump station needs to be always accessible. Please demonstrate that HDC can maintain and access it.

Note: depending on whether the pump station is to be vested as public or private will determine how Council views the loop road (Lot 100 (Access)) being public or private.

Cross Sections/Retaining Walls

12. Please show on the plans if any retaining walls are proposed to be built, including on internal boundaries. It is noted that there is a FFL difference between lots 2, 3, 31 and 34 - 35 of 1m or more. Also, a 6m setback is proposed for all lots along the stream, but is some retaining required there?
13. Show clearly on the earthwork plans and cross sections the location of retaining walls or batter slopes and levels on the neighbouring properties.
14. It is unclear why the cross sections over the entire site do not notate the boundaries and show levels on the neighbouring properties. There is no cross-section provided for the critical NE-SW area of the site. Please provide.

Note: It would be useful to provide some architectural cross sections of the development across the whole site in various locations to illustrate and confirm changes in ground levels across the site, particularly in terms of adjacent land (e.g. around lots 1, 2, 3, 30, 31, 34 & 35 in the vicinity of 53 Brookvale Road – see rough sketch below).



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Water Supply Confirmation

15. The revised Civil Design Infrastructure Report (dated 29 September 2023) mentions on pg 5 that 'At the time of publishing this report, HDC is currently finalising a water supply report of surrounding area which may impact the servicing of potable water to the new development' and states that 'Should the HDC water report indicate that water supply may be an issue, we recommend detailed modelling of the new water network to confirm if there will be sufficient pressure to service the development and water flow rate for firefighting as required in SNZ/PAS 4509'.

Please provide an update on the outcome of the HDC water supply report and, if that report suggests water supply may be an issue, please provide detailed modelling to confirm there will be sufficient supply, pressure, and flow rate to service the development.

Scheme Plan

16. Please check and supply an updated 'Scheme Plan of Proposed Subdivision Easement Schedules' (preferably as a fully updated Scheme Plan set) addressing the following matters:
- Easement H appears to have been left off the Easement Schedules – it shows as a party wall between lots 28 & 29 on the Scheme Plan itself.
 - In response to item 4(f)(viii) of the s92 RFI, the revised engineering plans provided (Drainage Plan 402 RC-2 and Utilities Plan 502 RC-2) confirm stormwater, wastewater, and water services over Lot 101 as being 'private', which makes sense and should be the case. However, the Scheme Plan Easement Schedules still show an easement in gross over Lot 101 granted to HDC for 'right to drain water and sewage, right to convey water', which suggests they are to be vested.

Alina Enovan
Development Engineer Consents
alinae@hdc.govt.nz

From: [Tim Coppelmans](#)
To: [Joe Gray](#); [Bruce Weir](#); [Cameron Rossouw](#); [Jeremy Odering](#); [James Andrew Jackson](#); [Alan Blyde](#)
Subject: RE: RMA20230145 - Oderings, 55 Brookvale Rd - engineering comments & urban design review
Date: Wednesday, 6 March 2024 8:58:03 am
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)

Kia ora Joe,

Thank you for sending these through, and for your call yesterday, good to finally hear back from HDC on this!

As discussed, please see below my comments relating to each of the engineering queries from HDC:

1. I assume that this is referring to the culvert calculations. For each of the calculations, we have used the topographical survey data to accurately determine the size, grade and constraints of each calculation, including the culvert calcs and the open channel calculations.
2. We based our flood modelling on the flow rates provided by Joe Xie at HDC. We did not use the flood heights as these would have been modelled using LiDAR data, where as we used the topographical survey of the site, which is much more accurate.
3. I can confirm that the proposed development will not worsen the condition of Guthrie Park. From our flood modelling investigation, the 100yr flood does not overtop the banks of the Karituwhenua stream, and any SW collected within the development will be treated before leaving the site, and SW will be attenuated (where required) to achieve post-development flows which are less than or equal to pre-development. We are happy for HDC to condition both of these in your decision.
4. A) The HBRC flood model should not be used, in our opinion. We had tried to use this as the basis of our flood modelling in our initial submission, but this was dismissed by HDC as there is no model which correlates with this data and can back up the flood map. The flood model provided by HDC was an actual made model with usable data. The HBRC flood maps are likely an indication of where flooding occurs with rudimentary RLs shown.
 - b) No, as the flood does not overtop the bank, and we are not proposing to alter the top of bank of the existing Karituwhenua Stream.
 - c) No, the ROW has fall the other direction towards Guthrie park, so SW would not pond within the development site.
 - d) There could be ponding in the central accessway should all of the sumps block up. This depth would be in the order of 90mm.
5. All lots will be constructed above the roading levels so there will not be any issues with overland flow paths affecting new lots, and all FFLs provided are a minimum of 150mm above finished ground levels. Finished ground level contours are shown on our roading plans, which can be used to determine if the FFL is high enough.
6. All SW within the development is collected into the new network. SW would only flow into Guthrie park by overland flow if the SW network failed by blockage or due to a weather event greater than a 1 in 100yr storm.

7. The new stormwater pipelines will be designed for the 1 in 100yr event at detailed engineering design to avoid overland flow paths through the development.
8. As above.
9. The private drainage from each new lot does not need attenuation, as shown by our SW neutrality calculations. Each private SW will connect to new mains which will be sized for the 1 in 100yr event.
10. This is the top of bank of the Karituwhenua stream. I had added this on, and the note, so HDC can see what the cross sectional stream area is for different sections of the stream. This can be cross referenced with our culvert calculations to prove that the stream doesn't overtop its banks during the 1 in 100yr event.
11. We intend to vest the new pump station to HDC, as noted on sheet 403.
12. We have not shown retaining walls on the plans yet, we intend to do this at detailed design stage. We anticipate that any/all walls will be under 1.5m and will not require BCs. The 6m separation is adhered to, and we intend to batter down to existing ground without retaining for the lots along the stream.
13. We will provide this at detailed design.
14. We have not shown levels on neighbouring ground as this is the limit of our topographical survey data. Additional sections with lot boundaries etc. will be provided at detailed design.
15. Kelly Nikora has confirmed that the proposed development is able to be supplied by HDC's water network, and can met FW2 firefighting requirements. **Joe, please attach Kellys email.**
16. The easement changes can be captured in the LT plan at 223 stage. We intend to vest all new drainage mains and water mains to HDC as shown on our latest engineering drawings.

Let me know if you need anything else.

Kind regards,

TIM COPPELMANS

SENIOR CIVIL ENGINEER

M +64 27 812 9559

A James Smith Building - Level 1, 65 Cuba Street
Te Aro, Wellington 6011



From: Joe Gray <joe@saddleback.nz>

Sent: Monday, March 4, 2024 3:55 PM

To: Bruce Weir <bruce@saddleback.nz>; Cameron Rossouw <cameron@saddleback.nz>; Tim Coppelmanns <Tim.Coppelmanns@envelope-eng.co.nz>; Jeremy Odering <jeremy@oderings.co.nz>; James <james@jgh.nz>

Subject: FW: RMA20230145 - Oderings, 55 Brookvale Rd - engineering comments & urban design review

Hi all,

See the long overdue comments from urban design and development engineer attached. Please review and get back to us if you see anything that is potentially fatal.

Cam/Bruce, the urban design comments look a bit more subjective.

Cheers!

Joe – 021 076 7668

From: Rowena Macdonald <rowena@sageplanning.co.nz>

Sent: Monday, 4 March 2024 3:13 pm

To: Joe Gray <joe@saddleback.nz>

Cc: davidb@hdc.govt.nz

Subject: RMA20230145 - Oderings, 55 Brookvale Rd - engineering comments & urban design review

Hi Joe,

Please find attached Council's engineering comments and the urban design review report commissioned for this development, which will factor into my assessment as part of my s42A report and the applicant may wish to consider and address at the Hearing.

Kind regards,

Rowena

My work hours may be different from yours. I don't expect you to respond outside of your usual work schedule.

<http://oi60.tinypic.com/v4ne9z.jpg>



Rowena Macdonald, BREP(Hons), MNZPI, IAP2 Certified

Principal Planner/Director, Sage Planning

Ph: (021) 027 04461

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From: [Kelly Nikora](#)
To: [Joe Gray](#)
Cc: [Daniel Hart](#); [Dave Bishop](#); [rowena@sageplanning.co.nz](#); [Tim Coppelmans](#); [Matt Kersel](#)
Subject: RE: Fire and Emergency query - RMA20230145
Date: Tuesday, 21 November 2023 10:37:11 am
Attachments: [image001.png](#)

Hi Joe,

This modelling to date has been based on the 2045 demand and network operations which encompass the network wide augmentations with brining two new treatment plants online, and local (Havelock N) upgrades (Romanes Drive etc).

Modelling investigations indicate that the Oderings development does not pose an issue and we will be able to deliver FW2 firefighting for this development.

Regards,

Kelly Nikora

3 Waters Growth & Development Manager



Wāea/Phone (06) 871 5110 ext 5421 | Wāea Pūkoro/Mobile 027 257 8412
Īmēra/Email kellyn@hdc.govt.nz | Pae Tukutuku/Web www.hastingsdc.govt.nz
Te Kaunihera ā-Rohe o Heretaunga | Hastings District Council
Private Bag 9002, Hastings 4156, New Zealand

From: Joe Gray <joe@saddleback.nz>
Sent: Wednesday, 15 November 2023 9:24 AM
To: Kelly Nikora <kellyn@hdc.govt.nz>
Cc: Daniel Hart <daniel@oderings.co.nz>; Dave Bishop <davidb@hdc.govt.nz>;
rowena@sageplanning.co.nz; Tim Coppelmans <Tim.Coppelmans@envelope-eng.co.nz>
Subject: FW: Fire and Emergency query - RMA20230145

Hi Kelly,

Hope all is well. To help us respond to the query below from FENZ, are you able to provide an update on the water supply modelling that we understood was being undertaken by HDC?

Dave/Rowena – also just letting you know that Jeremy is recovering from an operation so Daniel Hart (cc'd) will be the main point of contact for Oderings for the time being.

Happy to chat.

Cheers!

Joe – 021 076 7668

From: Fleur Rohleder <Fleur.Rohleder@beca.com>
Sent: Wednesday, 8 November 2023 4:38 pm

To: Dave Bishop <davidb@hdc.govt.nz>
Subject: Fire and Emergency query - RMA20230145

Kia ora David,

I am reviewing the application from Oderings Nurseries ChCh Limited for a resource consent to redevelop 55 and 57 Brookvale Road, Havelock North.

I note that the application states HDC is currently finalising a water supply report of the surrounding area which may impact the servicing of the proposed development. Should the report indicate water supply may be an issue, the applicant's infrastructure report has recommended detailed modelling of the new water network to confirm if there will be sufficient pressure to service the development and water flow rate for firefighting as required by SNZ/PAS 4509.

I would be interested to know whether HDC would consider conditioning the requirement for detailed water supply modelling if the report comes back that there is an issue, and / or the requirement for allotments to be provided with a firefighting water supply in accordance with SNZ/PAS 4509. This would provide Fire and Emergency with confidence that a sufficient supply will be provided regardless of the outcome of the report.

Ngā mihi,

Fleur Rohleder
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FW: Oderings Brookvale Rd, proposed subdivision

Marei Apatu <Marei.Apatu@ttoh.iwi.nz>

Thu 2023-05-04 2:59 PM

To: Jeremy Odering <jeremy@oderings.co.nz>

Cc: Joe Gray <joe@saddleback.nz>; Alexandra Bartlett <Alexandra.Bartlett@ttoh.iwi.nz>; Darlene Carroll <Darlene.Carroll@heretaungatamatea.iwi.nz>; Waiariki Davis <secretary@waipatu.maori.nz>; michael paku <mike2.paku@gmail.com>

📎 3 attachments (7 MB)

Brookvale Development Area Plan.pdf; Neighbourhood Commercial Zone.pdf; Structure Plan.pdf;

Kia ora Jeremy

Thanks for your patience. I've copied and highlighted the response received from Gaylynne below, I'm not aware of any unregistered site of concern myself, but the proposed activity effects with the proposed earthworks, stop bank repairs, silt mitigation bunding is something we would be keen to keep a close eye on, I need to check whether this is either close to the Karetuwhenua or Mangateretere original waterways? The highlighted matters below from Gaylynne provide a heads up on issues ahead to cover off on.

Engagement with the mana whenua for their comments would be with the Ngāti Hawea hapū the contacts for them as follows, I've cc'd them all into this email.

Matahiwi marae; Darlene Carroll
Waipatu marae; Waiariki Davis
Ruahapia marae; Mike Paku

It is highly likely the marae representatives may ask of me, as the Te Kaihautū for Te Taiwhenua o Heretaunga, to coordinate the engagement process amongst them all, as you may be aware quite a lot of pre development consultation within your locality is also taking place.

I will await the respective response from these representatives in terms of where to next? Ok?

If there is any matter you may wish to add please do so

Regards
Marei

Kia ora Marei

At face value I can't see any obvious concerns with this. The nearest recorded archaeological sites are > 2 km away. I'm not aware of any unrecorded sites in the vicinity. It has already been fairly heavily modified by the existing buildings so any near surface archaeology is likely to have already been destroyed - if it were present.

The main possible concern is the stream, without digging into maps etc do you know if this is roughly an unmodified stream alignment or is it a more recent artificial stream? Either way, unless

there is some information that whānau hold around activities in this area that may leave physical traces then this would be allowed to proceed under an Accidental Discovery Protocol.

I'm happy to delve deeper into maps etc if there is a feeling that there is more going on here than is immediately apparent.

The biggest problem we have with this area, as we saw at Whakatū and are now seeing elsewhere as a result of stop bank repairs, there are occupation horizons buried beneath > 500 mm of flood silts from past events. Especially it seems along navigable channels - or is this just an identification bias because that is where work has happened and contractors have done the right thing and reported it.... But what it means is that we don't have surface evidence of burnt stone, shell, pits etc to indicate that there is something there. If work doesn't go that deep it stays safely covered, but a development will need service trenches etc and larger structures are likely to need deeper foundations. Not sure how deep the existing buildings have already impacted.

Happy to discuss this with you further, at face value the developer could go ahead at their own risk under ADP unless we come up with something to indicate a higher risk status.

Ngā mihi

Gaylyne

From: Jeremy Odering <jeremy@oderings.co.nz>
Sent: Friday, 21 April 2023 1:46 PM
To: Marei Apatu <Marei.Apatu@ttoh.iwi.nz>
Cc: Joe Gray <joe@saddleback.nz>
Subject: FW: Oderings Brookvale Rd, proposed subdivision

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Kia ora Marei

Just following up on the email I had sent you on the 12th April. Do you have a clearer picture of what your calendar looks like and when we can get together for the proposed walk through of the Brookevale Rd site.

Ngā mihi

Jeremy Odering
Oderings Property Manager

021 877 721
jeremy@oderings.co.nz



HEAD OFFICE 92 Stourbridge Street, PO Box 33-125, Christchurch 8244

From: Jeremy Odering
Sent: Wednesday, April 12, 2023 1:49 PM
To: Marei Apatu <Marei.Apatu@ttoh.iwi.nz>
Cc: Joe Gray <joe@saddleback.nz>
Subject: Oderings Brookvale Rd, proposed subdivision

Kia ora Marei

Thankyou for your time on the phone today, I appreciate you're a busy man.
As discussed, Oderings are looking for engagement with Iwi, to provide comment on our proposed subdivision plans for the residual land holding at Brookevale Rd.

Please see attached an overview of the project to familiarise yourself with ahead of a proposed walk through of the site. As mentioned, we have allowed a provision in our budget to seek engagement with mana whenua, and I will be interested to see how these align with your proposed costs moving forward. We are proposing to re-plant and beautify the Karituwhenua stream to the NE boundary in addition to our development plans and would love some feedback as to what Iwi would like to see planted.

You had indicated that you expect to be tied up for the next couple of weeks, so if we were to delay our walk through until the first week of May, would this suit? And if so is there a particular day or time you would prefer. I am based in CHCH and would need a bit of time to organise travel. We are looking to push ahead with this project as soon as possible, as we have already experienced significant delays to date.

Once again, thankyou for your time today.
Ngā mihi

Jeremy Odering
Oderings Property Manager

021 877 721
jeremy@oderings.co.nz



HEAD OFFICE 92 Stourbridge Street, PO Box 33-125, Christchurch 8244