
Thursday, 13 April 2023

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Commissioner Hearing

Kaupapataka

Document 2

NOTIFIED RESOURCE CONSENT APPLICATION FOR PROPOSED MEDIUM DENSITY RESIDENTIAL LIVING IN THE HASTINGS CENTRAL COMMERCIAL ZONE - 206 QUEEN STREET WEST, HASTINGS (RMA20220352)

Te Rā Hui:

Meeting date: **Thursday, 13 April 2023**

Te Wā:

Time: **9.00am**

Te Wāhi:

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

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TE KAUNIHERA Ā-ROHE O HERETAUNGA

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2. NOTIFIED RESOURCE CONSENT APPLICATION FOR PROPOSED MEDIUM DENSITY RESIDENTIAL LIVING IN THE HASTINGS CENTRAL COMMERCIAL ZONE - 206 QUEEN STREET WEST, HASTINGS (RMA20220352)

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Resource Consent Application to Hastings District Council
206 Queen Street West, Hastings
223 Heretaunga Street West, Hastings
Redevelopment Project

Hastings District Council (Applicant)

August 2022




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Resource Consent Application to Hastings District Council
**206 Queen Street West, Hastings &
223 Heretaunga Steet, West Hastings
Redevelopment Project**
Hastings District Council (Applicant)

August 2022



Prepared by: Janeen Kydd-Smith
Consultant
Date: 15 August 2022
File Ref: HDC21002
Status: FINAL

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Hastings District Council – Resource Consent Application
206 Queen Street West, Hastings – Redevelopment Project

August 2022

EXECUTIVE SUMMARY

Hastings District Council (the applicant) seeks resource consent for the redevelopment of 206 Queen Street West (QSW) (otherwise referred to as the former Briscoes Building, or originally the Hawke's Bay Farmers Co-op Garage) and 223 Heretaunga Street West (HSW), which comprises the following:

- demolition of existing buildings on the sites at 206 QSW and 223 HSW, while retaining the façade of each building;
- construction of a new three-storey medium density residential apartment building with private parking (17 spaces) on the ground floor of the building;
- widening an existing formed legal service lane providing access to the redevelopment site from QSW;
- provision of 18 public parking spaces outside the apartment building, comprising: 13 spaces (including one accessible carpark) along the western wall of the apartment building, adjacent to the existing service lane; and 5 spaces along the rear southwestern wall of the apartment building;
- construction of a pedestrian laneway from 223 Heretaunga Street West; and
- provision of a public park/greenspace to support inner city living and public amenity.

Drawings for the proposed works are provided in **Appendix D**.

Overall, a Non-Complying Activity resource consent is required under Rules CCR17, CCR18 and H17 of the Partially Operative Hastings District Plan (March 2020) (Hastings District Plan).

A Restricted Discretionary Activity resource consent is also required under Regulation 10 of the NES for Assessing and Managing Contaminants in Soils to Protect Human Health Contaminated Soils.

The planning assessment concludes that:

- with the imposition of the proposed consent conditions, adverse effects of the proposal on the environment will be avoided, remedied or mitigated, and will be no more than minor. The proposal will also have positive effects.
- The proposal is generally consistent with, and is not contrary to, the relevant objectives and policies of the relevant objectives and policies of the National Policy Statement on Urban Development 2020, the Operative Hawke's Bay Regional Policy Statement, and the Hastings District Plan, and it will give effect to the sustainable management purpose of the Resource Management Act 1991 (RMA).
- Consent can be granted to the proposal under sections 104, 104B and 104D of the RMA, subject to the imposition of suggested conditions under section 108 of the RMA.

Given the public nature of the proposed redevelopment project, within the Hastings CBD, the Applicant requests that this application be publicly notified pursuant to section 95A(2)(a) of the RMA.

The Applicant also considers that it would be appropriate for the Council to engage an Independent Commissioner to chair the hearings panel.

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FORM 9 APPLICATION FOR RESOURCE CONSENT UNDER
SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

To: Hastings District Council:

1. I, Hastings District Council, apply for the following types of resource consent:

Land Use Consent for a Non-Complying Activity pursuant to section 88 of the Resource Management Act 1991 (RMA) and Rules CCR17, CCR18 and H17 of the Partially Operative Hastings District Plan (March 2020) (Hastings District Plan).

A Restricted Discretionary Activity resource consent under Regulation 10 of the NES for Assessing and Managing Contaminants in Soils to Protect Human Health Contaminated Soils.

2. The activity to which the application relates (the proposed activity) is as follows:

To redevelop part of the 200 Heretaunga Street West Block in the Hastings CBD by introducing a new mid-block pedestrian laneway from Heretaunga Street West through the centre of the block to a public park/greenspace and a medium density residential apartment located on the Queen Street West side of the block. Existing vehicular service access routes within the block will be retained and new public carparking spaces provided. It is also proposed to demolish existing buildings on the sites at 206 QSW and 223 HSW, while retaining the façade of each building.

A detailed description of the proposal is provided in Section 6 of the Supporting Documentation.

3. The site at which the proposed activity is to occur is described as follows:

Physical Address: 206 & 218 Queen Street West, Hastings; and
223 Heretaunga Street West, Hastings

Legal Description: Lot 1 DP 5310, Lot 1 DP 22385, Lot 3 DP 22385 (Record of Title: P2/185 D4/235);
Lot 2 DP 22385 (Certificate of Title 584846);
Lot 3 P 16426; and
Lot 1 DP 13663 (Record of Title: F3/551)

[The Applicant requests that copies of the Records of Title be provided by the Council]

4. The owner of the site to which the application relates is:

Hastings District Council.

5. There are no other activities that are part of the proposal to which this application relates.

6. No additional resource consents are needed for the proposal to which this application relates.

7. I attach (in Section 9.0) an assessment of the proposed activity's effects on the environment that-

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- (a) includes the information required by clause 6 of Schedule 4 to the Resource Management Act 1991; and
 - (b) addresses the matters specified in clause 7 of Schedule 4 to the Resource Management Act 1991; and
 - (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.
8. I attach (in Section 10.0) an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.
9. I attach (in Section 8.0 and Section 11.0) an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including information required by clause 2(2) of Schedule 4 of the Act.

Given the public nature of the proposed redevelopment project, within the Hastings CBD, the Applicant requests that this application be publicly notified pursuant to section 95A(2)(a) of the RMA.

The Applicant also considers that it would be appropriate for the Council to engage an Independent Commissioner to chair the hearings panel.

Date: 15 August 2022



Signature: [Signed On behalf of: Megan Gaffaney, Project Manager, Hastings District Council]

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Contact Person: Janeen Kydd-Smith

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SUPPORTING DOCUMENTATION

1 Introduction

Hastings District Council (the applicant) seeks resource consent to redevelop part of the 200 Heretaunga Street West block in the Hastings CBD by introducing a new mid-block pedestrian laneway from 223 Heretaunga Street West (HSW) through the centre of the block to a public park/greenspace and a medium density residential apartment located on a site at 206 Queen Street West (QSW). Existing vehicular service access routes within the block will be retained and new public carparking spaces provided.

Hastings District Council (the Council) purchased 223 HSW in June 2017, 206 QSW in December 2018 and 218 QSW in 2021.

As part of the redevelopment, the applicant proposes to partially demolish two existing buildings (retaining the façade of each building) on sites at 206 QSW and 223 HSW. The sites are located within the Hastings Central Commercial Zone and within the Hastings Central Character Precinct.

The Hawke's Bay Farmers' Co-operative Garage building, located at 206 QSW, is one of the buildings to be partially demolished. It is a Heritage Item (HB46; Category II) in the Hastings District Plan and it is listed with Heritage New Zealand (List Number 1095; Category II).

The other building to be demolished at 223 HSW is not a Heritage Item under the District Plan and has no Heritage New Zealand listing. It is, however, recognised in the Hastings Heritage Inventory as one of the group listings. Its heritage significance is largely due to its contribution to the streetscape in terms of scale, consistent height and proportions, and decorative features.

This resource consent application is prepared in accordance with the requirements of Section 88 and Schedule 4 of the Resource Management Act 1991 (RMA), and it is intended to provide the information necessary to fully understand the proposal and any actual or potential effects that the proposed activity may have on the environment. Specifically, this document:

- Describes the site and surrounding environment;
- Provides a history of the HB Farmers Co-operative Garage building;
- Provides information about the background and purpose of the proposed redevelopment, including considerations that lead to the Council's decision to demolish the HB Farmers Garage building;
- Provides a description of the proposed activity;
- Identifies the status of the proposal under the RMA as determined by the provisions of the relevant statutory instrument(s);
- Sets out the relevant statutory criteria for assessing the application;
- Assesses any relevant actual and/or potential effects on the environment associated with the proposed activity;
- Assesses the proposal against Part 2 of the RMA;
- Assesses the proposal against the relevant objectives and policies of the relevant statutory planning documents;
- Provides a suite of proposed consent conditions;

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- Outlines consultation undertaken by the Applicant; and
- Provides conclusions.

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2 Section 88 and Schedule 4 RMA Requirements

Section 88 and Schedule 4 of the RMA outline the requirements for resource consent applications. Both Section 88 and Clause 2(3)(c) of Schedule 4 require that an application provide an assessment of effects on the environment 'in such detail as corresponds with the scale and significance of the effects that the activity may have on the environment'.

An assessment of effects of the activity on the environment is provided in Section 7 of this report, noting that:

- The activity does not involve any significant adverse effects on the environment, therefore a description of any possible alternative locations or methods for undertaking the activity pursuant to Clause 6(a) Schedule 4 is not provided. However, information on the options the Council has considered in developing the proposed redevelopment is provided by way of background in Section 5 of this report.
- The activity does not involve the use of hazardous installations, therefore an assessment of any risks to the environment from such use pursuant to Clause 6(c) is not provided
- The activity does not involve the discharge of any contaminant, therefore a description of the nature of any discharge and possible alternative methods pursuant to Clause 6(d) Schedule 4 is not provided
- The scale and significance of the activity's effects are such that no monitoring is recommended beyond the Council's routine consent monitoring programme (Clause 6(g) Schedule 4).
- The activity does not have any effects on the exercise of a protected customary right (Clause 6(h) Schedule 4). Therefore, a description of possible alternative locations or methods for the exercise of the activity is not provided.

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3 Description of Site and Surrounding Environment

The site of the proposed redevelopment is located in the centre of the 200 block west of Hastings CBD, between QSW and HSW and close to ‘Banking’ corner at the intersection of QSW and Market Street North. This block is one of Hastings’ primary retail blocks on the western side of the central railway line. The site is shown in Figure 1 below:

Figure 1: Location of Proposed Redevelopment Site



The subject site comprises three titles: 223 HSW (being Lot 1 DP 13663, with an area of 255m²); 206 QSW (being Lot 1 DP 5310, Lot 1 DP 22385 and Lot 3 DP 22385, with an area of 2,265m²); and 218 QSW (being Lot 2 DP 22385, with an area of 86m²). The subject site is owned by Hastings District Council. Figure 2 shows all land owned by the Council in the 200 Block West, Hastings.

The topography of the site is flat.

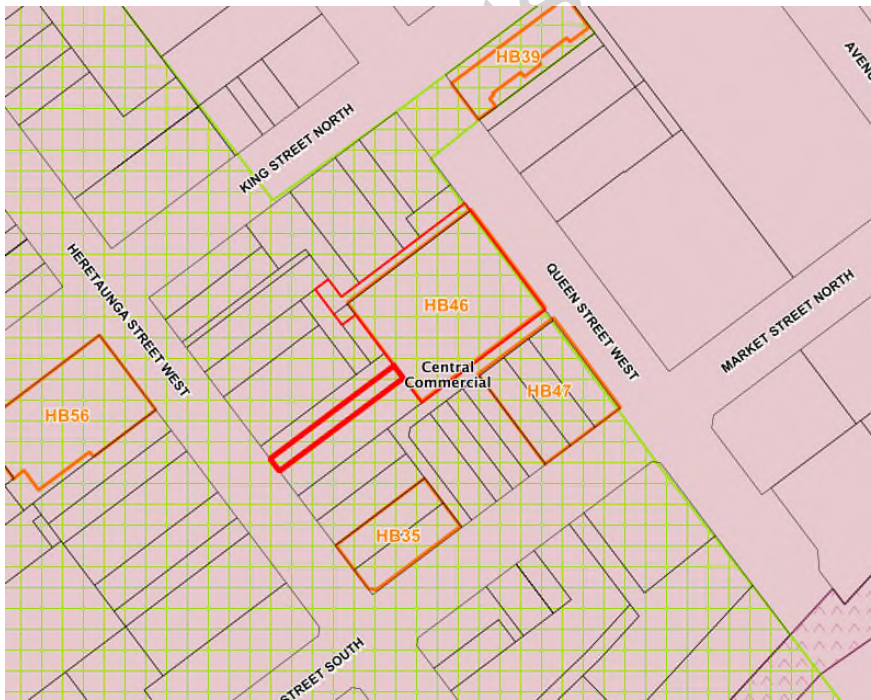
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Figure 2: 200 Block West, Hastings – Hastings District Council Land Ownership



The site is located within the ‘Central Commercial Zone’ and the ‘Central Commercial Precinct’ in the Hastings District Plan (shown Figure 3).

Figure 3: Hawke’s Bay Farmers Garage Building Façade



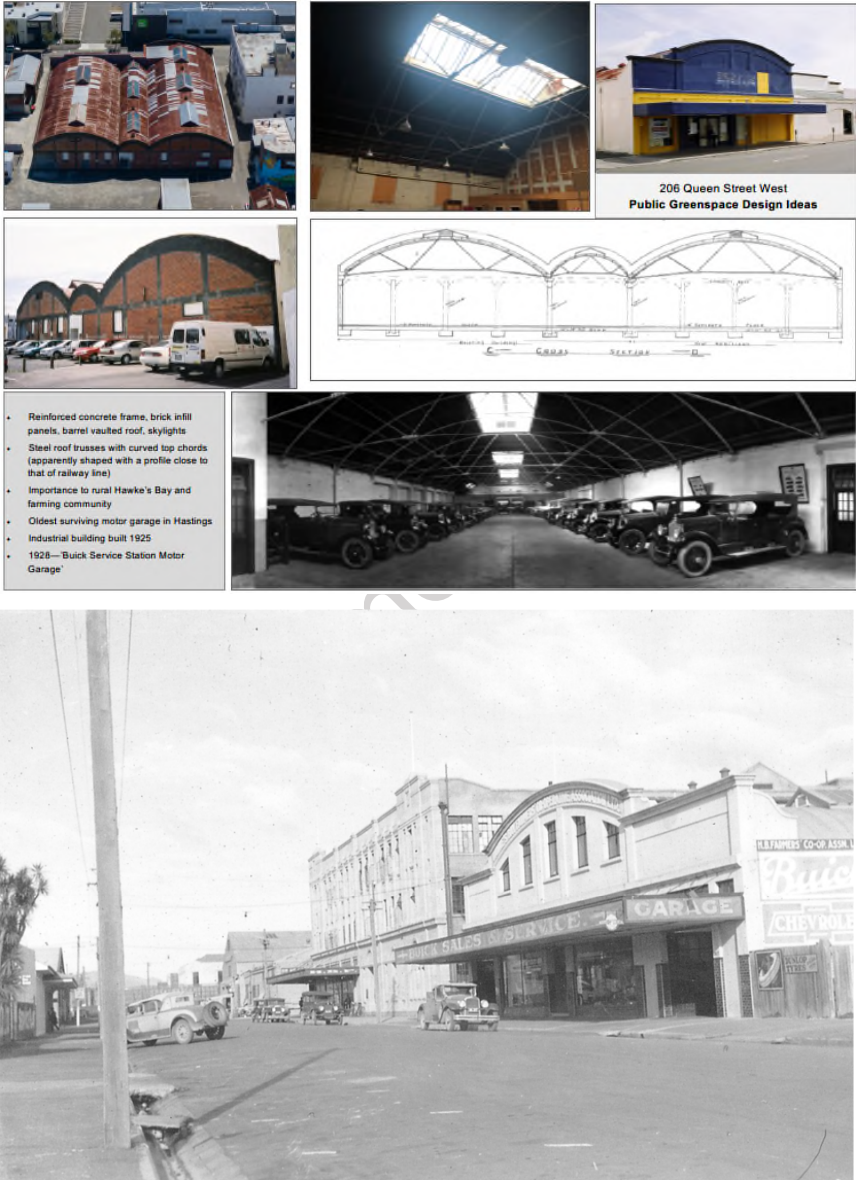
The main feature of 206 QSW is a 2000m² building (referred to in this report as the ‘HB Farmers Garage’ and the ‘old Briscoes building’) which occupies approximately 80% of the overall redevelopment site. The

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HB Farmers Garage is identified as a Category 2 Heritage Item in Schedule 1 of the Hastings District Plan (HB46 – shown on the planning maps and identified in Figure 2).

The building’s features include a triple barrel vault roof structure with corrugated iron roof, skylights, brick walls, supported by concrete columns and beams and a concrete floor. The overall construction of the building is under-engineered by today’s standards and is in poor condition (see Photo 1).

Photo 1: Photos of HB Farmers Garage Building



The main feature of the HB Farmers’ Garage is the façade facing QSW, which is articulated by a curved roof parapet with the name ‘Hawke’s Bay Farmers’ Co-operative Association Ltd’ that follows the curve across

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the top. Directly below the parapet is a series of five windows that mirror the curve of the roof, as shown in Photo 2 below.

Photo 2: Hawke’s Bay Farmers Garage Building Façade



Directly adjoining the HB Farmers Garage site, on the corner of Queen Street West and Market Street North, is the historic Hawke’s Bay Farmers Building (identified as a Category 2 Heritage Item; HB47, in Schedule 1 of the Hastings District Plan) (see Photo 3 below, and Figure 2 above).

Photo 3: Hawke’s Bay Farmers’ Head Office and Department Store Building



Land use in the wider area includes a mix of commercial, retail, service and office space.

Directly opposite the site on QSW is the Kiwibank and associated parking. On the corner of Queen Street West and King Street North, to the north of the HB Farmers Garage site, is the Art Deco inspired Dental

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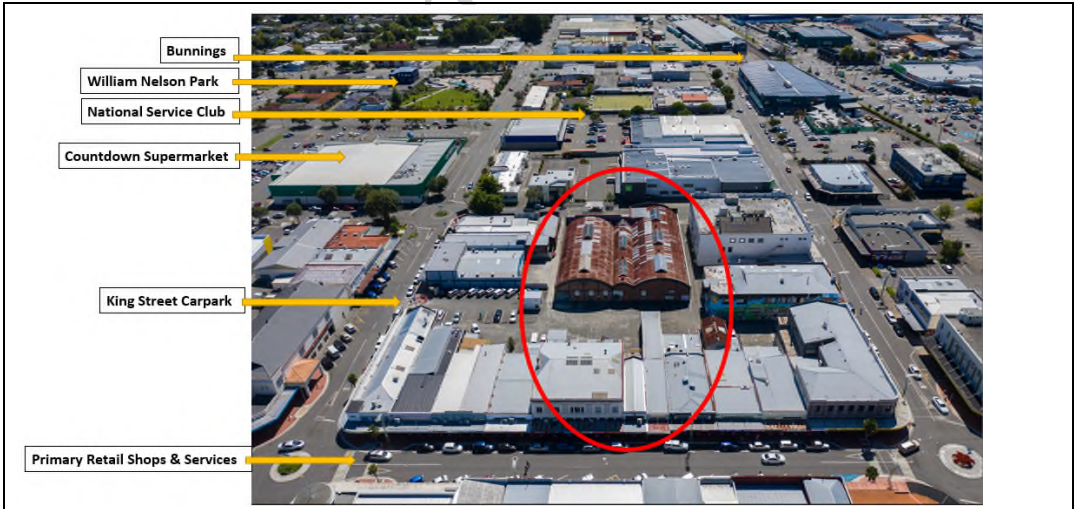
Chambers (identified as a Category 1 Heritage Item; HB39, in Schedule 1 of the Hastings District Plan) (see Figure 2 above). The location of these buildings is identified in Figure 4.

Figure 4: Locations of other buildings in the vicinity of the HB Farmers Garage



The subject site is also in proximity to amenities, such as William Nelson Park, Bunnings, National Service Club, Countdown Supermarket, King Street Carpark and primary retail shops and services (Figure 5).

Figure 5: Proximity of Site to Amenities



The project site at 223 HSW has an existing, single-story building located on it, being a vacant retail store with frontage onto HSW (see Photo 4). The store was previously occupied by 'Envy Shoes' and 'Thanks'.

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Photo 4: View of 223 Heretaunga Street West, Hastings (located immediately to the right of Michael Hill)



The Heretaunga Tamatea Claims Settlement Act 2018 identifies the Karamū Stream and its tributaries as a statutory acknowledgement area (Deed Plan OTS-110-11). The subject site falls within the wider catchment of the Karamū Stream as delineated on the relevant Deed Plan. However, this site is remote from any tributary of the Karamū Stream. Accordingly, it is considered that there are no relevant statutory acknowledgement areas or persons to whom a statutory acknowledgement is made, that are affected.

4 History of the HB Farmers' Garage

The Hawke's Bay Farmers' Co-operative Association was founded in 1891. It was established to enable the region's primary producers to secure a financial interest in the marketing of their produce. The rising popularity of the motorcar in the early twentieth century, and the profits to be made, prompted an increasing number of firms to enter into the motor trade industry. At this time, motor garages did nearly everything from constructing and selling cars, to servicing and filling them with petrol.

The Hawke's Bay Farmers' Co-op was one of the earliest to enter into the trade in Hastings, with the garage constructed behind the Hawke's Bay Farmers' Co-op's main building in 1925. By the end of 1926 most motor garages had installed underground storage and bowsers. The HB Farmers' Garage in Hastings was, at the time of its completion, likely to have been one of the first purpose-built garages with bowsers in New Zealand.

The front elevation has a dramatic arched parapet, of a shallower curve than the barrel-vaulted roof behind, with a short horizontal parapet on the east side. The parapet has a moulded capping, the name of the building running around under the capping, and five blanked off windows with curved heads. The main part of the façade is symmetrical, and covers the original part of the building, a wide and narrow bay. The third bay, added on to the west side and flush at the back wall, is set back from the road frontage and has a lean-to roof, rendering it subservient to the main part of the facade.

The building has an unusual, vaulted form, most clearly evident on the rear elevation. Here, the reinforced concrete frame of the building is exposed, with columns, a horizontal beam at eaves level, and arches above. There are two wide arches (the west one is a later addition of 1934, confirmed by the details and materials being slightly different) with a small arch between. The infill material is unpainted brickwork.

The plan layout is presently two main spaces, one in the west addition, and the other the original part of the building. A row of columns in this space indicates the spans of the wide bay and the narrow central bay. The drawings of 1934 indicate the uses of the whole of the ground floor which included at that time showroom (left front) and service station (front right); offices and workshops behind, and sundry other rooms such as toilets, tyre room, car wash, battery room and 'bulk benzine store' at the rear.

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The records of the Insurance Council of New Zealand indicate that the Garage had a severe crack in one of its walls but was otherwise undamaged in the 1931 earthquake. The business reopened one week after the quake, and other businesses used the front part of the buildings as temporary premises.

In October 1934 a permit to alter the building was granted. This allowed for the addition of a western bay, and from that time the building has had the three-bay form that exists today. Two building consents (1991 and 1996) deal with signage and a new shop front to the west bay in place of the service station, while the installation of a false ceiling (date unknown) has altered the appearance of the interior. There is an architectural drawing by architects Kingwell Malcolm, dated 1952, which shows internal changes to offices and car showroom area.

A detailed history of the site, prepared by Michael Fowler, is provided in **Appendix A** of this report, and is also referred to in the Heritage Impact Assessment¹ provided in **Appendix J** of this report.

5 Background & Purpose of the Proposal

This project stems from the Hastings City Centre Strategy, Hasting City Vibrancy Plan, Hastings District Council Housing Plan (July 2020) and Hastings Parking Study 2013.

Collectively, these Strategies and City Plans have identified the need to develop inner city housing and mid-block pedestrian connections to link people with appropriately located public parking facilities which in turn will support retail trade in the CBD.

The report "*Hastings City Centre Parking & Pedestrian Linkages: Alternative Options Urban Design Report*", prepared by Urban Perspectives Ltd, dated January 2014, considered four alternative locations for possible cross-block (north/South) pedestrian links within the Hastings CBD. Three of the locations were in the Hastings '300 block' and one was in the '200 block'. The report recommended that the link in the 200 block would be most effective if implemented as part of the redevelopment of the former Briscoes site (i.e. the HB Farmers Garage site) and associated possibility for a 'pocket park'. The report made the following recommendations in relation to the 200 block:

- *To ensure a successful outcome the development opportunities presented by the purchase of the two properties should be considered as part of an integrated project and in the context of the entire block, including the opportunity of creating a pocket park.*
- *The approach to the redevelopment of the former Briscoes site should, in the first instance, carefully investigate opportunities for retaining and adapting the existing building to accommodate the required parking numbers. This is important in relation to the heritage value of the building and its contribution to the existing streetscape character.*
- *If the building is to be demolished, any redevelopment option should aim to provide a built/active edge along the Queen Street boundary of the site to maintain the existing continuity of street edge definition. Redeveloping the entire site as an open carpark would be highly undesirable on streetscape grounds and contrary to the CBD urban form objectives promoted by the Hastings City Strategy.*

¹ 'Heritage Impact Assessment 206 Queen Street West and 223 Heretaunga Street West, Hastings', prepared by Ann Galloway Architect Ltd, January 2023.

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- Any redevelopment option of the Former Briscoes site should consider integrating an appropriately located good quality public toilet. It is important that this opportunity is not missed given the need for such a facility.²

Hastings District Council (the Council) purchased 223 HSW in June 2017, and 206 QSW in December 2018, and 218 QSW in 2021.

The Strategic Goals underpinning the Council's proposed development are set out in the Council's 'Hastings City Centre Strategy 2013' and its Long Term Plan, as follows:

- Goal 4.5 Growing our economy and embracing progressing and innovative thinking*
- Goal 5.3 Establish a network of vibrant green spaces for people*
- Goal 5.4 Through block people connections*
- Goal 5.5 Provide suitably located and appropriately sized public car parking facilities*
- Goal 6.0 Integrate and concentrate activity in the City centre*
- Goal 6.4 Recognition that our City has limits (focus commercial activities in the CBD)*
- Goal 6.6 Maximising the benefits of our central City land assets*
- Goal 7.3 Allow for a mix of uses – commercial/residential*
- Goal 7.4 Providing opportunities for inner City living*
- Goal 8.2 Re-establishing urban form – design, heritage, character."*

The Huangā (Outcomes) to be achieved with the project include incorporating Te Aranga design principles in the landscaping and design of the open spaces and laneways of the development.

The narrative theme of the project is "Waireporepo Wetland Environments" commemorating the wetland environment of the Karamū Plains from which Hastings was established.

5.1 Considerations that Lead to Decision to Demolish the HB Farmers' Garage

Since 2018, the Council has undertaken significant investigations and explored many (at least 20) design concepts, including as a range of land uses and combinations of land uses for the development of the two sites. This included fully investigating seismic strengthening and adaptive reuse of the HB Farmers Garage building.

Numerous options over a period of approximately 3 years were comprehensively considered before settling on the proposed land use choice and redevelopment concept for these sites by the Project Design Team, the Council and key stakeholders.

A cornerstone for all major decisions relating to the future development of the HB Farmers Garage was the fact that it is a registered heritage Category II building and carries an important story of Hastings past.

Factors considered included the future functionality and desirability of the building for commercial or residential use, the form of the internal spaces, the condition of the building / material and composite parts, the cost to strengthen to required Seismic Standards and how strengthening of the building would affect the integrity of the original form, including the poor foundations identified in a Geotechnical Assessment undertaken.

Heritage New Zealand's 'Saving the Town Heritage Toolkit' ³ approach talks to prioritising which buildings should be focused on when not all can be saved or adaptively reused. The Toolkit advises that the level of

² This resource consent application does not propose to include a public toilet on the site, as there is a public toilet at the street side of the King St North carpark, so it is considered unnecessary to include one on the redevelopment site.

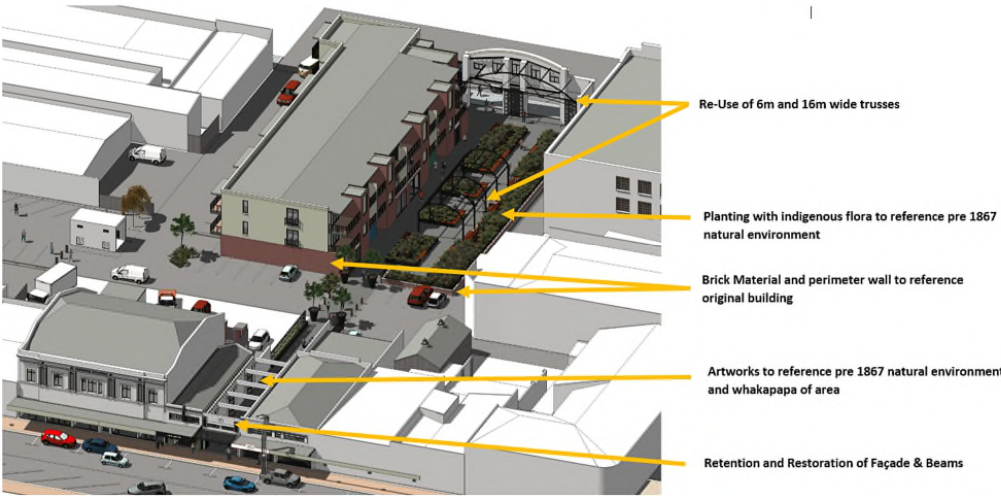
³ <https://www.heritage.org.nz/resources/saving-the-town>

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heritage significance and the townscape contribution of heritage buildings should be a key factor in prioritising efforts to save them. While much time and effort has gone into investigating whether the HB Farmers Garage building can be ‘saved’, the Council and community have prioritised the restoration and adaptive reuse of the iconic Category 1 Opera House and Municipal Building, also the pending Museum Storage Facility development. The Council also has a responsibility in terms of best practice and its fiduciary responsibility to ratepayers, and ultimately, the restoration of the building as a whole, or even saving one barrel vault was untenable.

On 8th December 2020 Council made the decision to proceed with the redevelopment on the basis that the building would have to be partially demolished (i.e., only the façade would be retained). The following reports were the final information that determined the decision to demolish, while retaining the key features (favoured by Local Branch Heritage Group) to tell the story of the site and the Hawke’s Bay Farmers Garage story in the redevelopment. The following drawings broadly illustrate the physical elements that honour the past in this proposal:

Drawing 1: Heritage Elements in Redevelopment (view from HSW towards QSW)



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Drawing 2: Drawing 1: Heritage Elements in Redevelopment (view from QSW towards HSW)



Item 2

5.1.1 Structural Appraisal and Peer Review

Before the current proposal was settled on, other options to retain and restore were considered in depth. A chronological record of the investigations, developments and options considered is set out in **Appendix B** of this report.

In 2020, costings of total and partial earthquake strengthening were obtained and were in the order of \$3.6-\$5 million. That costing was peer reviewed and arrived at a similar cost. This option was to demolish the middle and western barrel vaults of the building, while keeping and temporarily propping the eastern barrel vault (EBV) until a future land use could be confirmed.

An option to retain the EBV (and demolish the middle and western barrel vaults) was seriously considered, which would require temporary propping of the EBV. This was the preferred pathway at that time due to regulations AS/NZS 1170.0:2002. Temporary propping was checked with Structural Engineers, Strata Group, and later Spencer Holmes (Jon Devine) who confirmed that it was not possible to temporarily prop the EVB of the building. A copy of the Strata Group's structural appraisal and building condition reports, and Spencer Holmes' peer review are attached in **Appendix C** of this report.

The Structural Engineers advised that propping (whether temporary or permanent) would require full seismic strengthening work to be done to meet seismic requirements at a multi-million-dollar cost, and it was considered that it would not be financially prudent for Council to pursue this option. That information was reported back to Council at a meeting held on 22nd September 2020. As an outcome of the workshop, it was decided to progress the current proposal to demolish the building but retain the building's façade and trusses to be integrated in the redevelopment of the site. The decision made by the Council is outlined below.

5.1.2 8 December 2020 Council Meeting – Adoption of Proposed Redevelopment Concept

At the 8 December 2020 Council meeting, the Council approved the redevelopment concept of the site for a three-storey apartment building, retention of HB Farmers Garage façade, and development of a pedestrian laneway, public park/greenspace, public parking and vehicle service lane abridged as follows:

- A) That Council receives the report titled 206 Queen Street West - Next Stages dated 8 December 2020.
- B) That the Council approve in principle the redevelopment of 206 Queen Street West and 223 Heretaunga Street West as proposed in concept Option Nine Apartment Living (plans SK26 and SK27, Citrus Studio 21/10/20).

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The following are excerpts from the Report on the condition of the building:

- Temporarily propping the East Barrel Vault:

Richard Openshaw from Strata Group structural engineer and a second opinion from Jon Devine, Spencer Holmes Limited, Wellington confirmed the seismic and physical condition of the building and that an inexpensive temporary propping solution of the East Barrel Vault was not possible for more than 6 months and therefore full structural strengthening is required (\$3.6 million) as soon as the other Vaults are demolished.

- Confirmation of the structural and physical condition and cost to strengthen:

Peer review confirmed original assessment by Strata Group Ltd i.e. Jon Devine, Spencer Holmes "We agree the report by SGL, in that the strengthening and re-use of this building would be very expensive, and would require a very high level of structural intervention in the building to the extent where the heritage values of the building will be significantly compromised."

"Whilst this truss is unusual, it is not unique, with numerous examples of it throughout New Zealand from around that time." (a local building being the "Nood" furniture building, Dickens Street, Napier)

Peer review therefore confirms the \$3.6m cost to strengthen eastern vault and facade

- The views of local branch Historic Place Hawke's Bay to partially demolish the building to make way for the civil works (green space, parking etc.):

The Local branch have been consulted throughout the duration of the project and informed of challenges and opportunities and to feedback on the options at key stages. At the last meeting on 17th November [2020] we advised of the predicament - that it is not possible to have a temporarily propping solution for the East Barrel Vault and therefore the full cost to strengthen would be required at the time of demolition of the other Vaults. They realised that due to the \$3.6m cost, the option to Stage development (Stage 1 option) was not feasible and were accepting that Council had done as much as it could to explore avenues to retain the building. They would like to see the social history celebrated and that the central barrel vault trusses be re-purposed on the site.

6 Description of the Proposal

The purpose of the application is to redevelop part of the 200 Heretaunga Street West Block in the Hastings CBD by introducing a new mid-block pedestrian laneway from HSW through the centre of the block to a public park/greenspace and a medium density apartment located on the QSW side of the block. Existing vehicular service access routes within the block will be retained and new public carparking spaces provided.

The applicant also proposes to demolish the existing buildings on the sites at 206 QSW and 223 HSW, while retaining the façade of each building. The proposal is outlined in detail below.

A full set of drawings/plans for the proposed redevelopment project are provided in **Appendix D** of this report.

6.1 Cultural Narrative of the Proposal

The whakapapa of the area is expressed in three parts:

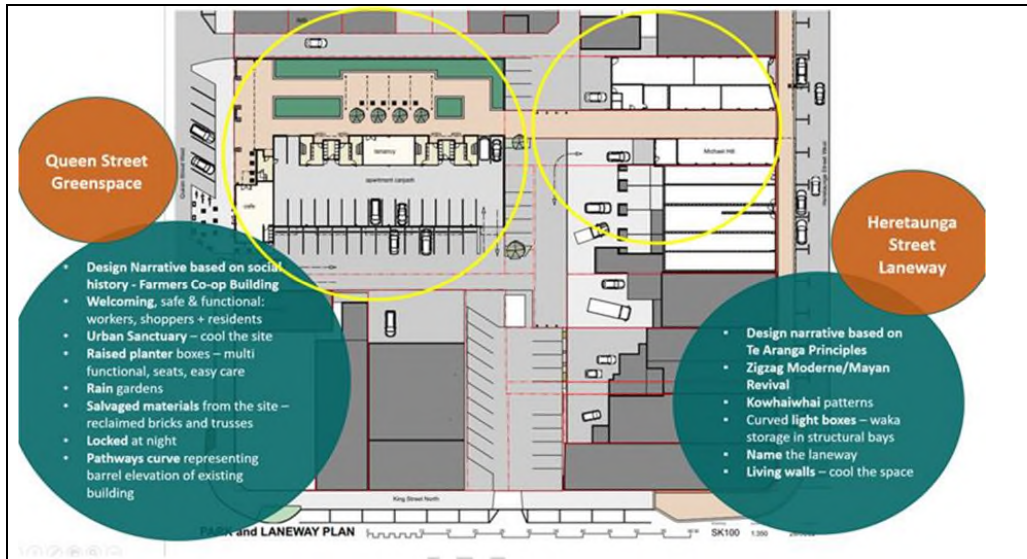
- Pre-1867 Natural Environment
- Hawke's Bay Farmer's Co-operative Association Limited Garage
- Art Deco Zig-Zag Moderne.

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The narrative theme for the project is Waireporepo Wetland Environments commemorating the wetland environment of the Karamū Plains from which Hastings was established.

Public Open Space: The expression of the narrative is to be through landscaping and the inclusion of species of plants typical of a wetland, and which existed before the land was drained in the past to make way for the City, e.g. Raupō (Figure 6).

Figure 6: Park/Greenspace Design Narrative



Laneway: The expression of the narrative is to be through kōwhaiwhai, tukutuku, taniko interpretation of waireporepo; that is the artistic representation of endemic wetland flora and fauna through Māori art.

The Karamū Plains were a fertile riverine wetland environment, which was changed following a flood in 1867. The flood changed the course of the Ngaruroro River and exposed a large tract of land suitable for establishing a town to service a farming economy.

The site has a long association with the Hawke's Bay Farmer's Co-operative Association Limited Garage and especially its large garage and services site. Many of the European founders of Hastings were also members of the Co-operative.

Following the 1931 earthquake Hastings was rebuilt predominantly following Art Deco and Zig-Zag Moderne styles in its architecture and street design. Significant to Hastings is reference to Mayan Revival and inclusion of indigenous motif to building design. The majority of these motifs reference the natural environment with floral, fern and zig-zag imagery. The Māori equivalent to Zig-Zag Moderne and Mayan Revival is kōwhaiwhai and tukutuku and taniko art forms.

The project has the ability to reinstate memory of the pre-1867 natural environment prior to the establishment of Hastings. The project also has the ability to reinstate Māori cultural presence to the city centre through Māori art interpreting the natural world in a built environment. The specific use of kōwhaiwhai, tukutuku and/or taniko design compliments the Zig-Zag Moderne and Mayan Revival styles introduced in 1931.

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6.1.1 Proposed Design Elements

Historically the site was swamp/wetland and it is proposed to re-instate the whakapapa and mana (prestige) of the site through the use of the swampland narrative. This will weave together with the heritage of the Hawke's Bay Farmers' Co-operative Association Limited Garage.

A Hīnaki is a traditional Māori net that was used to catch tuna (eel). These woven nets were structured in such a way as to draw in their prey and upon entry it was near impossible to get out. This narrative is consistent with the purpose of the laneway and public open space - to draw people in from various vantage points providing multi directional access whilst providing a safe, relaxing and inspiring space in the city centre.

The Hīnaki is also a sign of abundance and Manaakitanga (hospitality) as well as co-operation and wealth as traditionally each whānau within a hapū would contribute to the building of the Hīnaki. The return of these concepts and values to the site will not only instill a sense of pride within the community but will also set a good foundation for the future developments within the city centre.

6.2 Inner City Living

The main built element of the project will be the creation of a new medium density residential development, comprising a total of 20 one and two-bedroom apartments at first and second floor levels on the north and west side of the site, as follows (see Figures 7 and 8):

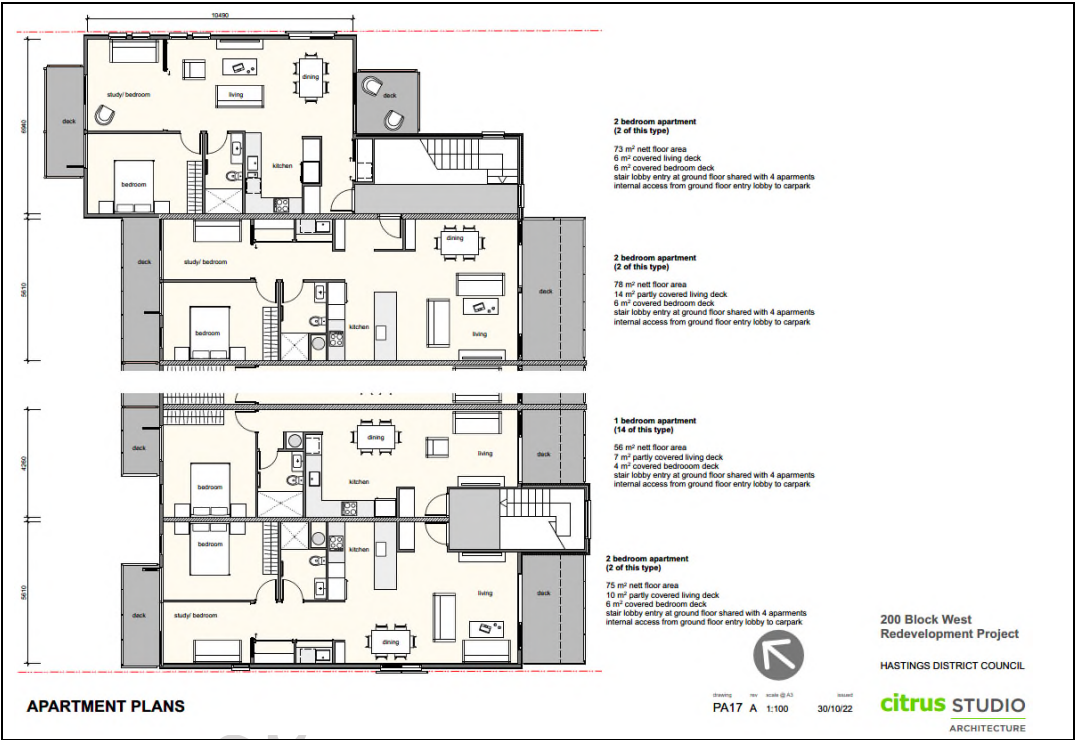
- 2 bedroom apartment (2 of this type), each comprising:
 - 73m² net floor area
 - 6m² covered living deck
 - 6m² covered bedroom deck
 - stair lobby entry at ground floor shared with 4 apartments
 - internal access from ground floor entry lobby to carpark
- 2 bedroom apartment (2 of this type), each comprising:
 - 75m² net floor area
 - 10m² partly covered living deck
 - 6m² covered bedroom deck
 - stair lobby entry at ground floor shared with 4 apartments
 - internal access from ground floor entry lobby to carpark
- 2 bedroom apartment (2 of this type), each comprising:
 - 78m² net floor area
 - 14m² partly covered living deck
 - 6m² covered bedroom deck
 - stair lobby entry at ground floor shared with 4 apartments
 - internal access from ground floor entry lobby to carpark
- 1 bedroom apartment (14 of this type), each comprising:
 - 56m² net floor area
 - 7m² covered living deck
 - 4m² covered bedroom deck
 - stair lobby entry at ground floor shared with 4 apartments
 - internal access from ground floor entry lobby to carpark

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The apartments will generally be arranged in groups of four with two opening at each level off a stair entry, with give 'front door' entry points along the proposed pedestrian route through the site. Each apartment will have a front and back external terrace/deck.

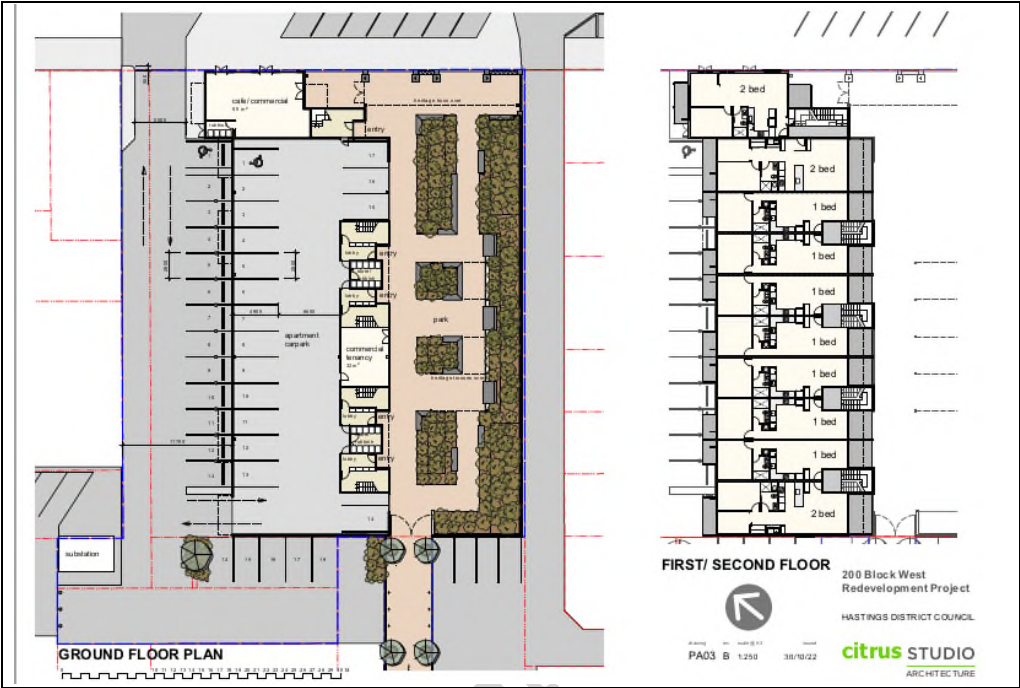
Seventeen (17) car parks (inclusive of one accessible car park) will be provided for the apartment buildings at ground floor level, as well as utility spaces for the storage of rubbish and recycled material prior to collection/disposal (Figure 8).

Figure 7: Apartment Plans



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Figure 8: Apartment Floor Plans



6.3 Commercial Tenancies

Two commercial tenancies will be located at ground floor level within the proposed apartment building - one with a 90m² gross floor area (gfa) fronting onto QSW (on the north-west corner of the building) and one with a 32m² gfa on the eastern side of the building, fronting onto the proposed public open space. The larger tenancy on QSW will include a utility area within the building for rubbish and recycling storage. The other tenancy will utilise the utility areas within the ground floor of the apartment building.

6.4 Architectural Form of New Apartment Building

The original 1925 Hawkes Bay Farmers Garage building on QSW comprises a 16m wide barrel vault form to the south-east of the site and a smaller 6m wide barrel vault form built against the north-west of the 16m barrel vault. In 1934 a duplicate 16m wide barrel vault form was added to the north-west of the smaller barrel vault, but set back from the QSW frontage to provide a petrol station pumping area, with a simpler and less decorative frontage than the curved parapet form of the original building.

Due to the poor condition and strength of the structure, the existing barrel-vaulted buildings will be demolished, but the original 16m wide QSW façade will be retained and strengthened, providing a gateway to a proposed public park behind. The original façade will be plastered and painted.

The new apartment building will provide an 11m wide frontage to QSW, separated from the retained façade by a 6m gap to echo the space taken up on the street face of the original smaller 6m barrel vault form. The new QSW frontage will consist of a commercial tenancy (being the larger of the two proposed commercial tenancies) and the first and second floor apartments (Figure 9).

Figure 9: QSW Frontage and North-West Elevations

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Figure 10: Service Yard South-West Elevation and Park South-East Elevation



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The QSW frontage will be plastered and painted to reflect the treatment to be given to the retained façade⁴. Behind this form, and offset from it, will be the ground floor apartment carpark and the small commercial tenancy opening onto the park, with the proposed two levels of apartments above it (Figure 10).

Behind the façade of the existing HB Farmers Garage building, the building is largely constructed of red brick. It is proposed that this material be used on the ground floor of the apartment building, including full height to the stairs, to make a connection to the heritage of the site and providing a break between new and old along QSW.

The proposed materials and colours for the apartment building are detailed in Figure 11.

Figure 11: Proposed materials and colours for the apartment building



6.5 Heretaunga Street Pedestrian Laneway

Most of the existing building at 223 HSW will be demolished, however, the existing Art Deco façade of the building will be retained. The area below the verandah, where the existing shop frontage is located, will be removed and will be replaced with an open 6m wide public thoroughfare on the front boundary of the site,

⁴ The exterior of the façade and apartment building will be painted using colours from the British Standard Colour Range BS5252 A, B, C31, C33, or C35 categories. Any trims (including window frames, doors, balustrades or any architectural detailing or plaster decoration on the exterior facades of the buildings will be painted in a colour from the British Standard Colour Range BS5252 A, B, C or D categories.

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creating the point of entry to the proposed laneway from HSW (Figure 12 below). The retained façade will be repaired and repainted.⁵

The existing solid verandah of the building will be changed to a glazed canopy to showcase the retained façade above it (Figure 13 below).

Figure 12: View of proposed laneway entrance from 223 Heretaunga Street West, Hastings



Figure 13: View of Laneway entry from Heretaunga Street West, Hastings



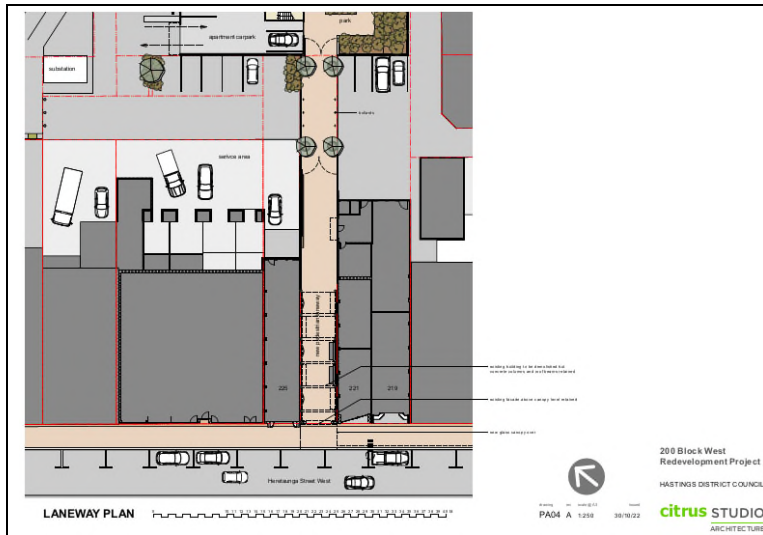
⁵ Ibid.

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The linear nature of the laneway through the site will be accentuated by the retention of the existing corbeled concrete columns on the walls to both neighbouring buildings, complete with overhead concrete beams to provide a colonnaded walkway through to the public carpark space beyond. There will be an uninterrupted view from HSW through to QSW from the entrance to the laneway.

The proposed laneway will provide a linear route, connecting retail activities on HSW with the more commercial and office-based activities near QSW. The laneway will provide a footpath giving pedestrian access from HSW to the proposed public park, apartment building and public car parks (Figure 14).

Figure 14: Laneway Plan



6.5.1 Narrative

The expression of the narrative for the laneway is to primarily reflect the pre-1867 natural environment through kōwhaiwhai, tukutuku, taniko interpretation of waireporepo; that is the artistic representation of endemic wetland flora and fauna through Māori art.

Odes to the whakapapa of the site will be manifested through forms and wayfinding, materiality, patterns, texture, planting as well as artistic installations such as light boxes, bollards and screens. Kōwhaiwhai patterns (Māori motifs) will be developed and will pay homage to the flora and fauna that were once prevalent to this site. It's the returning of the wairua (spirit) of these elements through visual depiction that will provide vibrancy, life, and wairua (spirit) to the proposed spaces.

6.5.2 Concept

While the primary aim of the laneway is to create a legible and functional pedestrian link between Heretaunga Street West and Queen Street, there is also the opportunity to express the connection to specific wider cultural landscape elements through markers and the integration of artistic features (Figure 15).

The entrance to the new laneway from Heretaunga Street will be easily identifiable and clearly articulated by the retained and restored façade.

It is proposed to place curved light boxes with Kōwhaiwhai patterns within the structural bays to replicate waka storage.

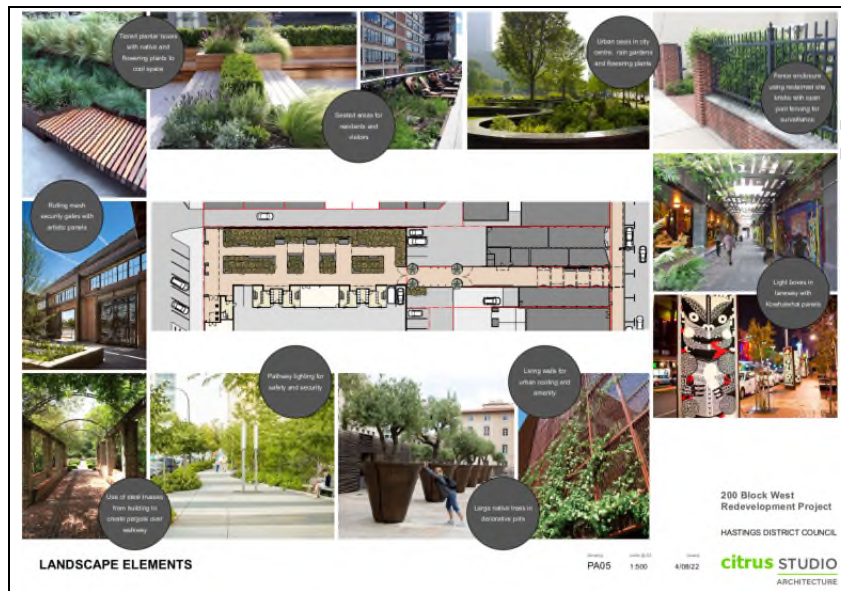
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Bollards replicating mooring posts for waka are proposed to line the transition point between the laneway and greenspace, as well as preventing vehicles from accessing this space.

Elements from the greenspace can be replicated within the laneway, to create visual links, including the use of landscaping elements, and 'living walls' to cool the space, and continuity of paving between the spaces.

The laneway will have the ability to be locked at night with lockable see-through gates after hours.

Figure 15: Laneway Design Concept



6.6 New Public Park /Greenspace

Immediately behind the retained original HB Farmers Garage façade on QSW, and on the eastern side of the apartment building, it is proposed to establish a new 740m² area of public park/greenspace. The main function of the greenspace in this location is to improve the amenity of the block and achieve high quality, appealing inner city living. The park will be accessed from the pedestrian laneway to the south, from QSW via the façade, and from the eastern side of the apartment building.

6.6.1 Narrative

The expression of the narrative for the greenspace is to primarily recognise and reflect the post settlement social history of the immediate site, which was occupied from 1925 by HB Farmers' Co-operative building, including the oldest surviving Buick service garage in New Zealand. The building signifying the importance of rural Hawke's Bay to the local economy.

It is proposed to recognise the site history through reuse of materials from the building, including 6m span steel roof trusses that are located within the interior of the building, and bricks from the exterior of the building. The characteristic barrel-vaulted roof can be referenced in pavement design, together with the use of industrial materials, including steel and brick. A subtle automobile reference could be incorporated on the mesh perforated doors that will secure the site at night (Figures 16 and 17).

In addition, the expression of the pre-1867 natural environment can be achieved through landscaping and the inclusion of stormwater gardens and capturing of water for an urban wetland environment.

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Figure 16: View of Park and Laneway with trusses from original HB Farmers Garage Building



Figure 17: View of Park and Laneway from HSW to QSW



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Figure 18: Laneway View



6.6.2 Concept

The aim is to maximise the functionality of the narrow linear space, while creating an ‘urban sanctuary’ in a city block that is currently dominated by paving and built structures, with little, or no soft landscaping. A series of raised planter boxes are therefore proposed to line the two pedestrian routes through the space – with native shrub planting to provide shade, colour, biodiversity, habitat, shelter and amenity. These will cool the space and reduced the ‘urban heat island’ effect.

The planter boxes will be multi-functional, with edge seating to provide places for people to sit, relax and socialise. The raised planter boxes will enable easy maintenance with irrigation, be robust for their longevity in a busy urban environment, protect the planting from footfall, and enable tiered and layered planting. The sequence of planter boxes along the length of the space will express the former land use through species selection.

The central pedestrian route through the open space will provide direct mid-block connection for pedestrians through to Queen Street, with a clear line of sight for the entire length, as well as access for occupiers of the adjacent residential properties. The pedestrian pathways will be generously wide to enable multi-use and seating along the edges and will use permeable pavers for rainwater absorption.

A second pedestrian access will provide choice of route, for those who want to stroll through the space and take time to sit, relax and socialise on the seated walls. The focal point of this space will be the reuse of the original 6m wide steel trusses from the HB Farmers’ Co-operative Building to create a canopy over the pathway, which could remain as an architectural element; or covered with climbing vines or glass canopy for shelter. Located in north-south orientation as they currently frame the interior of the building, they provide a visual cue to the building that once stood, as well as complimenting the curve of the façade that is being retained.

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The public open space will be defined by a perimeter low brick wall with wrought iron screens above and gates at either end that enable the space to be locked at night. The brick wall will be constructed from reclaimed bricks from the site, and transparent screen gates will sit behind the entrances to the retained façade that can also be closed at night to restrict access.

Design ideas for the park construction, landscaping and fencing are shown in Figures 19 - 21 below.

Figure 19: 'Urban Sanctuary' concept for the Park/Greenspace

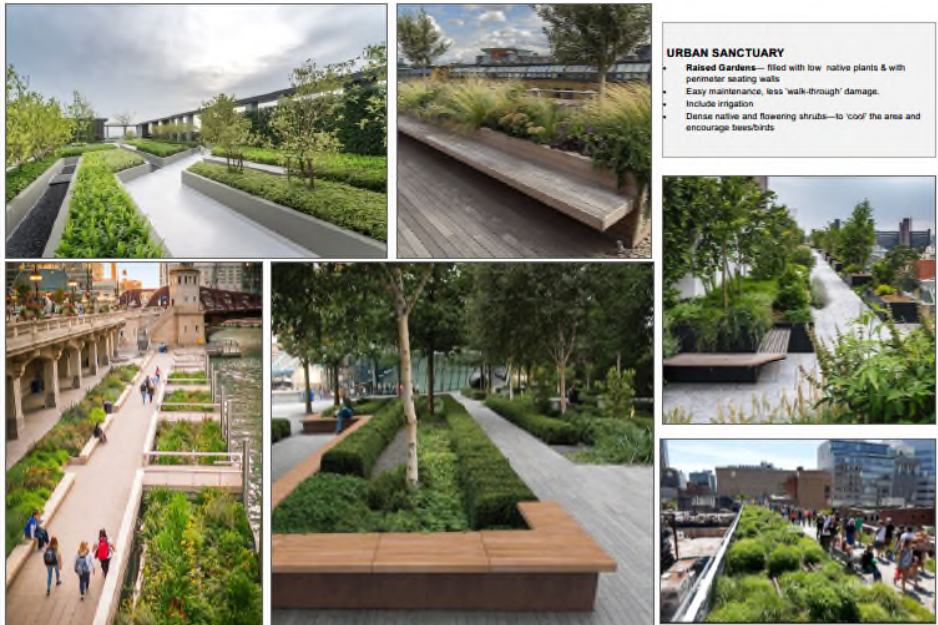
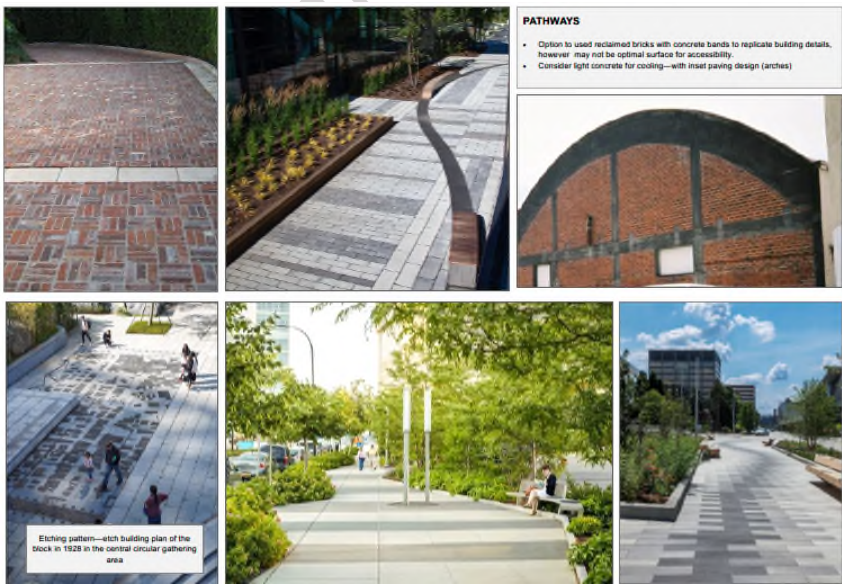
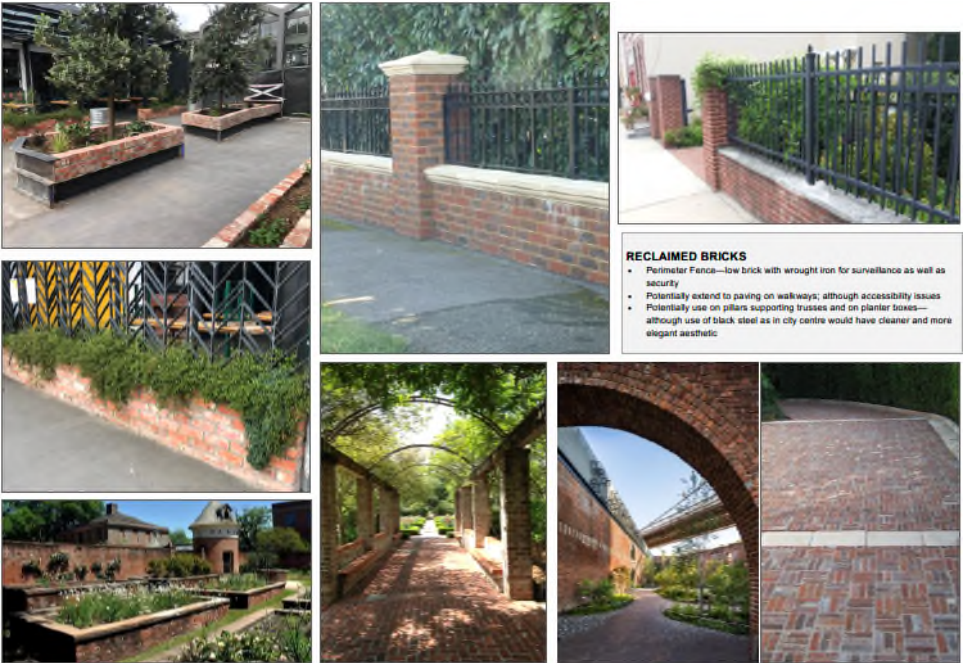


Figure 20: Concept for Park/Greenspace Pathways



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Figure 21: Concept for Park/Greenspace walls



The park/greenspace and the pedestrian laneway will be lit to meet the District Plan standards for lighting (i.e., General Performance Standard 7.3.5H Lighting and Glare).

It is proposed that a condition of consent (refer to **Appendix E**) be imposed (if consent is granted) that would require the consent holder to submit to Council for approval, prior to construction of the public park/greenspace commencing, a detailed Public Park/Greenspace Plan which includes details of the landscape planting, fencing, lighting, pavement pattern, reuse of materials from the HB Farmers’ Garage, expression of the pre-1867 natural environment through use of stormwater gardens and capturing water for an urban wetland environment, and type and location of interpretive material and information to be provided within the park/greenspace on the architectural and social history of the site.

6.7 Vehicle Circulation and Parking

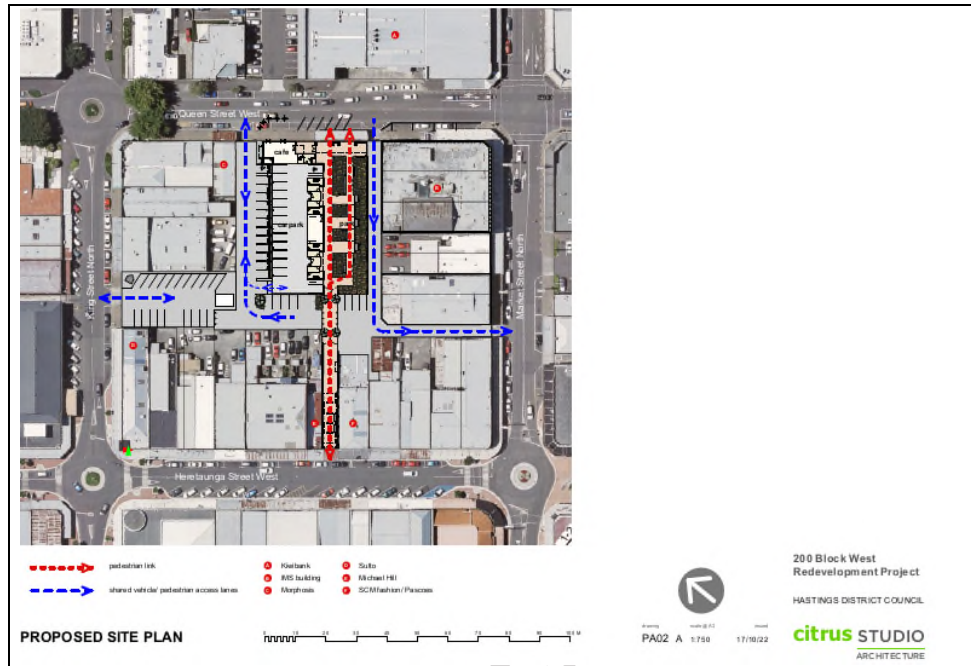
An existing single service lane (used for two-way traffic) on the western side of the site, accessed from QSW, will be widened and sealed to appropriately provide for two-way traffic (Figure 22). This service lane will be vested in the Council prior to construction of the apartment building⁶) and will provide access to a ground level carpark within the apartment building, and to public car parks at the rear of the apartment building and the adjoining central area at the rear of the buildings fronting HSW (including their associated private car parking areas).

Thirteen public parking spaces will be provided along the western, exterior wall of the apartment building, including the provision of some EV charging stations.

⁶ As part of the subdivision of the subject site, which will be applied for separately, by the Applicant.

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Figure 22: Shared Vehicle / Pedestrian Access Ways



17 private car parks will be provided on the ground floor of the apartment building.

13 car parks will be provided outside the apartment building, along the northwest building edge.

Five (5) existing car parks will also be retained along the rear wall of the proposed apartment building within the central area of 200 block (Figure 22).

One of the spaces within the private ground floor parking area, and one of the public spaces along the outside of the building will be an accessible parking space.

The outside car parks are proposed as public car parking.

It is proposed that a condition be imposed on the consent (if granted) to require the consent holder to submit detailed engineering plans to Council that are prepared by a suitably qualified and experienced person for the design and layout of the additional 35 parking spaces to be located on the site, prior to works commencing (refer to **Appendix E** of this report).

Bollards will be installed to contain vehicles within the subject site and prevent them from travelling through the site from the existing service lanes accessing the 200 block from King Street North (on the western side of the subject site) and Market Street North/QSW (on the eastern side of the subject site), and to ensure the safety of pedestrians using the proposed new pedestrian laneway.

6.8 Site Servicing

Infir was engaged by the Applicant to prepare a 3-waters report for the proposed redevelopment, to recommend how stormwater quality and quantity on the site should be managed, to advise whether the site can be service (taking into consideration the capacity of the local networks and the requirements of the Hastings District Council), and to confirm that conformance with relevant standards and codes can be achieved. The Infir report, titled "206 Queen Street West Servicing Report – J22172-6" (dated 16

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The concept design intends to satisfy Rule 7.3.5L of the Hastings District Plan which gives the allowable runoff coefficient for the development during the 1 in 5-year (20% AEP) event as 0.8 and 0.8 during the 1 in 50-year (2% AEP) event. It is also proposed to limit discharge from the site during 1 in 100-year (1% AEP) event to the runoff rate associated with a 2% AEP rainfall intensity and 0.8 runoff coefficient.

6.8.2 Wastewater

The calculated average daily dry weather flow (ADWF) for the development is 0.163 L/s, and the estimated peak wet weather flow (PWWF) is 0.851 L/s. The DN150 sewer main in the western part of the site drains in a northerly direction and discharges into a DN450 trunk sewer in Nelson Street North, 230m north of the site. HDC's GIS system shows that the portion of the DN150 main in the site was installed in 1915 so consideration should be given to replacing the main after the site has been cleared and before the new building is constructed because access will be unimpeded and reinstatement costs will be low. The site survey and scheme plan overlay show that the existing sewer main is 1.2m from the proposed building outline. This is within the easement width that would usually be required by Council, and it is therefore proposed that this pipeline be replaced on an alignment further away from the building.

6.8.3 Water Supply and Firefighting Water Supply

The estimated average daily demand for the development is 21,430 litres per day, and the peak-hour flow rate is 3.27 L/s. A DN50 meter and DN63 connection from the DN100 main in Queen Street West is proposed. It would also be possible to connect to mains in King Street North and Market Street North.

It will be possible to design a system to satisfy fire-fighting water requirements. Onsite storage may be required, subject to fire cell size and floor areas and the final fire water classification of the building, which will be determined by a fire engineer.

6.9 Earthworks

Given the flat topography of the site, generally earthworks required for the development will relate to the demolition of the existing buildings, the removal of the old fuel tank within the HB Farmers Garage, and construction of the new apartment building.

It is possible, however, that as part of the remediation of the site (in accordance with a Contaminated Site Management Plan/Remediation Action Plan proposed to be submitted to the Council for certification prior to earthworks and demolition activities commencing on the site (refer to Section 7.2.1 of this report), more than 100m³ of contaminated soil may need to be removed from the site, and clean soil/fill brought to the site to replace it.

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7 Status of the Activity

7.1 Hastings District Plan

The following sections of the Hastings District Plan are relevant to assessing the status of the activities proposed as part of this application:

- Section 7.3 Hastings Commercial Environment
- Section 18.1 Heritage and Notable Trees
- Section 25.1 Transport and Parking

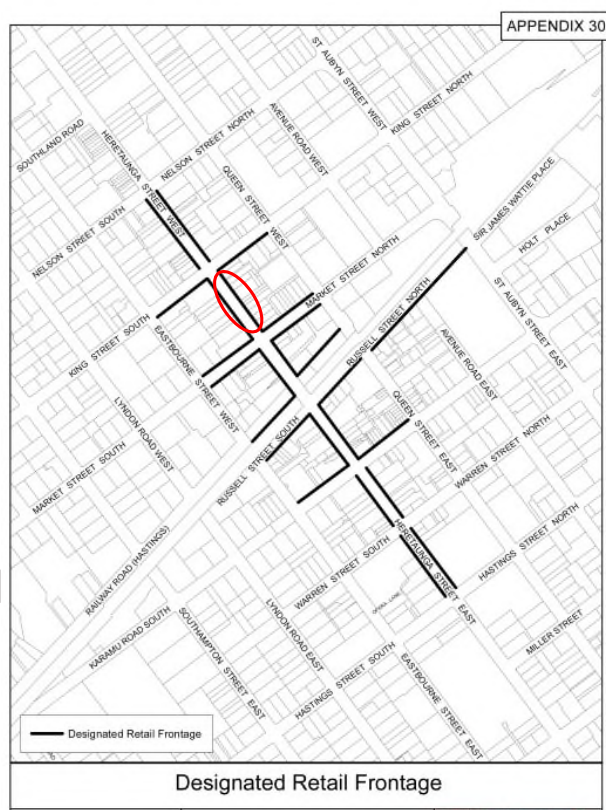
7.1.1 Hastings District Plan (Partially Operative, except Section 16.1 & Appendix 50)

The site of the proposed redevelopment is shown on the District Plan Planning Maps as being located within the Central Commercial Zone and the Central Commercial Precinct (Appendix 29 of the District Plan) (see Figure 2).

The site at 206 QSW includes a Category II Heritage Item (HB46), being the HB Farmers' Garage.

The site at 223 HSW has Designated Retail Frontage (Appendix 30) (see Figure 24).

Figure 24: Designated Retail Frontage



Rules CCR1 and CCR3 provide for Commercial Activities, Residential Activities above ground floor level, and/or Mixed Use Development wherein the residential activity component is above ground floor level, as a Permitted Activity.

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Rule CCR5 provides for the external repair and general maintenance of buildings located within the Central Character Precinct as a Permitted Activity.

Rule CCR6 provides for the application of new paint colour to any building located within the Central Character Precinct in accordance with the following:

- (a) *Exterior walls of the building shall be painted in any colour from the British Standard Colour Range BS5252 A, B, or C31, C33, or C35 categories.*
- (b) *Trims (including window frames, doors, balustrades or any architectural detailing or plaster decoration on the exterior façade of the building) shall be painted in any colour from the British Standard Colour Range BS5252 A, B, C, or D categories.*

Note: The British Standard BS5252 Colour Range colour chart is available from any paint supplier. Further guidance for colour scheme planning is provided within the Hastings CBD Architectural Design Guide.

Rules CCR5 and CCR6 are relevant to the proposed maintenance, repair and painting of the façade of the building to be retained at 223 QSW.

While the proposed outdoor garden area will be ancillary to the apartments, it will also be for public use. As such, the outdoor garden area and the proposed laneway fall within the District Plan definition of a 'Recreation Activity'⁷. Rule CCR10 provides for recreation activities as a Permitted Activity, subject to compliance with the General and relevant Specific Performance Standards and Terms in Sections 7.3.5 and 7.3.6 of the District Plan.

Any Permitted Activity not meeting one or more of the General or relevant Specific Performance Standards and Terms in Sections 7.3.5 and 7.3.6 is a Restricted Discretionary Activity under Rule CCR20.

The demolition of buildings within the Central Character Precinct in the Central Commercial Zone is a Restricted Discretionary Activity (Non-Notified) under Rule CCR16 of the District Plan.

The Construction of new buildings within the Central Character Precinct and within the Central Commercial Zone is a Restricted Discretionary Activity (Non-Notified) under Rules CCR17 and CCR18 of the District Plan.

Table 1 illustrates the assessment of the proposal against the relevant District Plan standards for the Central Commercial Zone/Central Character Precinct.

⁷ **Recreation Activity:** means any activity whose primary aim is the passive or active enjoyment of leisure on a non-profit basis, whether competitive or non-competitive, casual or organised, including changing rooms, shelters, playgrounds, pathways, public toilets and other buildings or facilities accessory to recreation activities.

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Table 1: Assessment of proposal against relevant Performance Standards in the Partially Operative Hastings District Plan

Relevant General Performance Standards and Terms	Compliance?	Comments
<p>7.3.5A SUNLIGHT ADMISSION TO STREETS</p> <p>1. Central Commercial Zone</p> <p>a. Buildings on sites having Designated Retail Frontage (see Appendix 30) shall be contained within the Recession Planes constructed in accordance with Appendix 61.</p>	Yes	<p>Some structural works will be required to support the retention of the façade. These will be designed to sit behind the existing façade and they will not protrude above it. As such, the existing recession plane of the existing building façade will be retained. For certainty, the Applicant requests that the following condition be imposed on the consent, if granted:</p> <p>“All structural works to support retention of the existing façade of the building at 223 Heretaunga Street West, Hastings, shall be constructed so that no part of the structure protrudes above the existing façade or beyond the existing Recession Planes of the building.”</p>
<p>7.3.5D ACTIVE RETAIL FRONTAGE</p> <p>1. Central Commercial Zone</p> <p>a. Buildings at ground floor level, on sites having Designated Retail Frontage (see Appendix 30), shall be designed in a manner to ensure a continuous retail frontage appearance, by:</p> <p>i. building to the front boundary;</p> <p>ii. the provision of display windows fronting the street (at least 75% of the street frontage shall have a clear, glazed window display space);</p> <p>iii. under verandah lighting; and</p> <p>iv. having pedestrian entrances to buildings at ground level on the street frontage.</p> <p><u>Note:</u> For the purpose of this Rule, clear, glazed window display space means that the internal shop area remains clearly visible and not obscured by glass treatments or signage.</p>	No	<p>The existing building at 223 HSW will be demolished, however, most of the existing building façade, at the sides and above the verandah, will be retained. The area below the verandah, where the existing shop frontage is located, will be removed, and will be replaced with an open public thoroughfare, at the front boundary of the site, as the entrance to the proposed laneway. As such, there will be no provision for display windows fronting the street, as required under Standard 7.3.5D(1)(a)(ii).</p> <p>The existing solid verandah will be removed and replaced with a steel beam and glass canopy. As the canopy will be clear, no under-verandah/canopy lighting will be necessary.</p>

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Relevant General Performance Standards and Terms	Compliance?	Comments
7.3.5E BUILDING FRONTAGE TREATMENT 1. Central Character Precinct & Suburban Commercial Zone a. No building shall create a featureless façade or blank wall at ground floor level wider than 3 metres.	Yes	<p>The entrance to the new laneway from Heretaunga Street will be easily identifiable and clearly articulated by the retained and restored façade.</p> <p>It is proposed to place curved light boxes with Kowhaiwhai patterns within the structural bays to replicate waka storage.</p> <p>Bollards replicating mooring posts for waka are proposed to line the transition point between the laneway and greenspace, as well as preventing vehicles from accessing this space.</p> <p>Elements from the greenspace can be replicated within the laneway, to create visual links, including the use of landscaping elements, and 'living walls' to cool the space, and continuity of paving between the spaces.</p> <p>There will be no featureless facades or blank walls created at ground floor level in relation to the streetscape.</p>
7.3.5G PEDESTRIAN SHELTER 1. Central Commercial Zone and Suburban Commercial Zone a. Every building on sites having Designated Retail Frontage (see Appendix 30) and every building fronting a public road in the suburban commercial zone, shall provide a continuity of verandah coverage along the width of the site at ground floor level. b. Every verandah erected shall have a minimum width of 2.5 metres, shall be self-supported, shall extend up to a distance of 450mm inside the line of the kerb, and shall have a minimum height of 2.9 metres above the pavement.	Yes	<p>The existing solid verandah at 223 HSW (having Designated Retail Frontage) will be replaced with a glazed canopy which will provide continuity of verandah coverage along the width of the site at ground floor level.</p> <p>The proposed canopy will comply with the minimum width and other specifications under this standard.</p>
7.3.5H LIGHTING AND GLARE	Yes	<p>The park/greenspace and the pedestrian laneway will be secured at night and lit to comply with General Performance Standard 7.3.5H Lighting and Glare.</p>

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Relevant General Performance Standards and Terms	Compliance?	Comments
3. Public pedestrian routes in the Central Commercial and Large Format Retail Zones a. All public and private pedestrian routes must provide pedestrian lighting designed and installed in accordance with P2 lighting subcategory of AS/NZS Standard 1158.3.1:2005. b. All exterior lighting must be designed and installed to ensure compliance with AS Standard 4282. c. All pedestrian routes must use "white light" sources.		
7.3.5I SCREENING AND VISUAL AMENITY 1. All Commercial Zones a. A minimum area of 10m ² shall be provided for outdoor storage or rubbish collection area/s including recyclable materials. This area shall be screened from public view in accordance with Standard 7.3.5J(b) below and shall not be located between the road boundary and the main entrance of any building. b. Any outdoor storage or rubbish collection area/s including recyclable materials shall be screened by the erection of a fully enclosed fence of a minimum height of 1.8 metres.	Yes	Areas for rubbish collection, including storage of recyclable materials, will be provided indoors, within the ground floor car park area of the proposed apartment building, and within the proposed café. As such, these areas will be out of public view.
7.3.5L STORMWATER MANAGEMENT a. Peak stormwater runoff from a site shall meet the following standards:	Yes	It is proposed to attenuate stormwater runoff from the building roof and discharge to the DN750 main in King Street North via a new DN225 main. The areas adjacent to the building will discharge to Queen Street West and stormwater runoff from sealed surfaces in the carpark west of the building will be discharged to King Street North. The concept design aims to satisfy Rule 7.3.5L of the Hastings District Plan which gives the allowable runoff coefficient for the development during the 1 in 5-year (20% AEP) event as 0.8 and 0.8 during the 1 in 50-year (2% AEP)

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Relevant General Performance Standards and Terms				Compliance?	Comments																
<table><tr><th colspan="4">PEAK STORMWATER RUNOFF STANDARDS</th></tr><tr><th>Average Recurrence Interval (ARI)</th><th>Central Commercial Zone and Large Format Retail Zones Runoff Coefficient</th><th>Commercial Service Zone Runoff Coefficient</th><th>Central Residential Commercial and Suburban Commercial Runoff Coefficient</th></tr><tr><td>5 year</td><td>0.8</td><td>0.7</td><td>0.5</td></tr><tr><td>50 year</td><td>0.8</td><td>0.75</td><td>0.6</td></tr></table> <p><i>Note: The peak stormwater runoff shall be calculated in accordance with the Rational Method. These methods are described in the New Zealand Building Code, Approved Document E1 - Surface Water. See the Hastings District Council website to assist with calculations.</i></p> <p>b. Inert Roofing All roof surfaces shall be constructed from inert materials or painted with non-metal based paint and thereafter maintained in good order.</p>				PEAK STORMWATER RUNOFF STANDARDS				Average Recurrence Interval (ARI)	Central Commercial Zone and Large Format Retail Zones Runoff Coefficient	Commercial Service Zone Runoff Coefficient	Central Residential Commercial and Suburban Commercial Runoff Coefficient	5 year	0.8	0.7	0.5	50 year	0.8	0.75	0.6		<p>event. It is also proposed to limit discharge from the site during 1 in 100-year (1% AEP) event to the runoff rate associated with a 2% AEP rainfall intensity and 0.8 runoff coefficient.</p> <p>Storage of 15m³ for the attenuation of roof runoff and 1.2m³ of storage for the attenuation of hardstand runoff (draining to King Street North) will be required to limit the overall site runoff to the District Plan stormwater limits.</p> <p>Refer to the Infr Servicing Report provided in Appendix F of the AEE.</p>
PEAK STORMWATER RUNOFF STANDARDS																					
Average Recurrence Interval (ARI)	Central Commercial Zone and Large Format Retail Zones Runoff Coefficient	Commercial Service Zone Runoff Coefficient	Central Residential Commercial and Suburban Commercial Runoff Coefficient																		
5 year	0.8	0.7	0.5																		
50 year	0.8	0.75	0.6																		
<p>7.3.5M ADVERTISING AND SIGNS</p> <p>Activities shall comply with the provisions of Section 28.1 of the District Plan on Advertising Devices and Signs.</p>				N/A	<p>No signage on the site is proposed as part of the subject application, and any signage that may be proposed on the site in the future and that does not comply as a Permitted Activity with Rule 7.3.5M will be the subject of a separate resource consent(s).</p> <p>Note: Any signage that is shown on the drawings for the proposed development is for illustrative purposes only</p>																
<p>7.3.5N TRANSPORT AND PARKING</p> <p>All Hastings Residential Zones</p> <p>Activities shall comply with the provisions of Section 26.1 of the District Plan on Transport and Parking.</p>					<p>Vehicular access to/from the property will be provided via an existing, widened and sealed vehicle two-way service lane from QSW, located adjacent to the western boundary of 206 QSW. The widened service lane will be designed and constructed in accordance with the Engineering Code of Practice 2011 Roads and NZS4404.</p>																

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Relevant General Performance Standards and Terms	Compliance?	Comments
26.1.6A ACCESS		
26.1.6B SAFE SIGHTLINE DISTANCES	Yes	Refer to Section 8.1 of the Urban Connection Parking Assessment Report in Appendix G of the AEE.
26.1.6C LOADING		
1. All Activities except Residential Activities (a) Provision of Loading Spaces (b) Design of Loading Spaces	Yes	<p>A two-way service lane will be provided, along with parking on the western side of the apartment building. This will provide access for loading for the two proposed commercial tenancies on the development site.</p> <p>Under Standard 26.1.6C, every owner or occupier who proposes to construct a building on any site must provide a Loading Space for the suitable or efficient accommodation of any loading or fueling of vehicles which are likely to arise from the use of any building or activity carried out on the site, <i>“except where a service lane is designated or provided”</i>.</p> <p>It is proposed that the existing vehicle access lane along the northern boundary of the site will be vested in Council as a Service Lane as part of the subdivision of the site, which will occur prior to commencement of the construction of the apartment building, including the associated commercial tenancies (Note: the subdivision will require a separate, new resource consent). As such, there is no requirement under 26.1.6C(1)(a) to provide any Loading Space/s on the site.</p> <p>It is proposed that the Service Lane will be used as a ‘loading zone’ for the commercial tenancies.</p> <p>To that end, the Applicant requests that a condition be imposed on the consent (if granted), as follows:</p> <p>“The consent holder shall vest in the Hastings District Council the access lane located along the northern boundary of the site prior to the commencement of any construction for the apartment building authorised under this consent.”</p>

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Relevant General Performance Standards and Terms	Compliance?	Comments								
<div>26.1.6D PARKING</div> <div><div><div>1. Provision of On-Site Parking</div><div><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>Note: For guidance on the number of parking spaces for activities, refer to the Hastings Parking Guide (add link).</p></div></div><div><div>3. Parking spaces for People with Disabilities</div><div><div>3. Parking Spaces for People with Disabilities</div><div><div>a) A minimum of accessible car parking spaces shall be provided according table below:</div><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><tr><td>21-50</td><td>Not less than 2</td></tr></table><table><tr><td>For every additional 50 car park spaces</td><td>Not less than 1</td></tr></table></div></div></div><div><div>5. Design and Construction of Parking Areas</div></div><div><div>26.1.7B INFRASTRUCTURE TO SUPPORT ALTERNATIVE TRANSPORT MODES</div></div></div>	Total Number of Car Parks	Number of Accessible Spaces	1-20	Not less than 1	21-50	Not less than 2	For every additional 50 car park spaces	Not less than 1	<div>Yes</div> <div>N/A</div> <div>Yes</div> <div>Yes</div> <div>N/A</div>	<div><p>There is no requirement to provide on-site parking under this Performance Standard. However, it is proposed to provide 35 car parks on the site: 17 private parks on the ground floor of the apartment building; and 18 car parks along the exterior wall of the apartment building. An assessment of the parking needs for the proposed development has been completed by Urban Connection and is provided in Appendix G of this report.</p></div> <div><p>One of the 17 private parks on the ground floor of the apartment building, and one of the 18 public parks along the outside of the building will be an accessible car park.</p></div> <div><p>All parking spaces, access and manoeuvring areas will be of a sufficient size and layout to accommodate the parking spaces. Refer to parking assessment prepared by Urban Connection attached in Appendix G of this report, which has assessed a total of 35 carparks on the site as being appropriate for the proposed development.</p></div> <div><p>Not applicable, as on-site car parking (while proposed to be provided) is not required under Performance Standard 26.1.6D.</p></div>
Total Number of Car Parks	Number of Accessible Spaces									
1-20	Not less than 1									
21-50	Not less than 2									
For every additional 50 car park spaces	Not less than 1									

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>1. Bicycle Spaces Where on-site car parking is required provision shall also be made for purpose built bicycle stands on site. These shall be provided at a rate of 1 bicycle stand per 5 carpark spaces that are required except for supermarket where the ratio shall be 1 bicycle stand per 20 carpark spaces that are required. The bicycle stands shall meet the following requirements:</p> <p>(a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</p> <p>(b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand.</p> <p>(c) They shall allow the bicycle to be secured.</p> <p>(d) They shall be visible and signposted.</p> <p>2. Bicycle End of Journey Facilities Commercial or Industrial Activities which employ more than 15 FTE staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.</p>		
<p>7.3.50 NOISE Activities shall comply with the provisions of Section 25.1 of the District Plan on Noise.</p> <p><i>Note: Acoustic insulation requirements apply to all noise sensitive activities within the Commercial Zones except for the Suburban Commercial Zone.</i></p>	Yes	Compliance with the noise standards can be achieved during construction (against NZS6803:1999 Acoustics – Construction Noise) and, once constructed, for the proposed commercial and residential activities on the sites which are anticipated within the Commercial Zone.

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Relevant General Performance Standards and Terms	Compliance?	Comments																		
<p>25.1.6E COMMERCIAL ZONES</p> <p>The following noise conditions shall apply to all land uses within all Commercial Zones, other than those exempted in Rule 25.1.6B:</p> <p>(a) The following noise limits shall not be exceeded at any point beyond the site boundary:</p> <table><tr><td><u>Control Hours</u></td><td><u>Noise Level</u></td></tr><tr><td>0700 to 2200 hours</td><td>60 dB L_{Aeq} (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>50 dB L_{Aeq} (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>80 dB L_{AFmax}</td></tr></table> <p>(b) Provided that, at any point within any Residential Zone or within the notional boundary of any noise sensitive activity in a Rural Zone, the following noise limits shall not be exceeded:</p> <table><tr><td><u>Control Hours</u></td><td><u>Noise Level</u></td></tr><tr><td>0700 to 1900 hours</td><td>55 dB L_{Aeq} (15 min)</td></tr><tr><td>1900 to 2200 hours</td><td>50 dB L_{Aeq} (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>45 dB L_{Aeq} (15 min)</td></tr><tr><td>2200 to 0700 hours the following day</td><td>75 dB L_{AFmax}</td></tr></table>	<u>Control Hours</u>	<u>Noise Level</u>	0700 to 2200 hours	60 dB L _{Aeq} (15 min)	2200 to 0700 hours the following day	50 dB L _{Aeq} (15 min)	2200 to 0700 hours the following day	80 dB L _{AFmax}	<u>Control Hours</u>	<u>Noise Level</u>	0700 to 1900 hours	55 dB L _{Aeq} (15 min)	1900 to 2200 hours	50 dB L _{Aeq} (15 min)	2200 to 0700 hours the following day	45 dB L _{Aeq} (15 min)	2200 to 0700 hours the following day	75 dB L _{AFmax}		
<u>Control Hours</u>	<u>Noise Level</u>																			
0700 to 2200 hours	60 dB L _{Aeq} (15 min)																			
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<p>25.1.6I CONSTRUCTION NOISE</p> <p>(a) Any noise arising from construction, maintenance and demolition work in any Zone shall comply with NZS6803:1999 Acoustics – Construction Noise.</p> <p>(b) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise.</p> <p>(c) To avoid doubt, Standards 25.1.6C to 25.1.6H above shall not apply to construction noise.</p>	Yes	<p>The residential units within the proposed apartment building are a noise sensitive activity.</p> <p>It is proposed that all habitable spaces within the apartment building will be appropriately insulated to achieve this Specific Performance Standard, including the provision of an Acoustic Design Report prior to the Building</p>																		

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>25.1.7C NOISE SENSITIVE ACTIVITIES IN COMMERCIAL (EXCLUDING SUBURBAN COMMERCIAL) AND INDUSTRIAL ZONES</p> <p>(a) The following Minimum External Sound Insulation Level Standards shall apply to all habitable spaces within any noise sensitive activity (including the addition or alteration of a habitable space which exceeds 10% of the existing gross floor area):</p> <p>(i) The habitable space within the noise sensitive activity shall achieve a Minimum External Sound Insulation Level of the building envelope of Dtr, 2m, nTw + Ctr >30 dB for outside walls of any habitable spaces.</p> <p>(ii) Where it is necessary to have windows closed to achieve the acoustic design requirements, an alternative ventilation system shall be provided. Any such ventilation system shall be designed to satisfy the requirements of the Building Code and achieve a level of no more than NC30 in any habitable space.</p> <p>(b) An Acoustic Design Report must be provided to the Council prior to any Building Consent being granted or where no Building Consent is required, prior to the commencement of the use. The Acoustic Design Report must be prepared by a person qualified and experienced in acoustics. The report is to indicate the means by which the noise limits specified in this Rule will be complied with and is to contain a certificate by its author that the means given therein will be adequate to ensure compliance with the acoustic design requirements specified in this Standard.</p> <p>(c) Prior to any person requesting a Certificate of Compliance, an Acoustic Design Certificate prepared by a</p>		<p>Consent being granted for the new building. It is proposed that this be required as a condition of consent (refer to the proposed conditions in Appendix E of this report).</p>

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<p>person qualified and experienced in acoustics must be supplied, verifying compliance with the Standards in 25.1.7C(a) above.</p> <p>(d) This Standard does not apply to noise sensitive activities in the Suburban Commercial Zone.</p>		
<p>7.3.5P HERITAGE ITEMS AND NOTABLE TREES</p> <p>Activities shall comply with the provisions of Section 18.1 of the District Plan on Heritage Items and Notable Trees.</p>	No	<p>Rule H13 specifies that any new building or structure on the same site and located within 50m of a Heritage Item identified as Category I or Category II in Schedule 1 of the District Plan is a Restricted Discretionary Activity.</p> <p>Rule H17 specifies that the demolition (including partial demolition) of any Heritage Item identified in Schedule 1 of the District Plan is a Non-Complying Activity.</p> <p>The HB Farmers Co-operative Garage at 206 QSW is identified as Heritage Item HB46 (Category II) in Schedule 1 of the District Plan. The building at 223 HSW is not a Heritage Item.</p> <p>The proposed partial demolition of the HB Farmers Garage (HB46) must be assessed as a Non-Complying Activity.</p>
<p>7.3.6C RESIDENTIAL ACTIVITIES</p>	Yes	<p>The proposed apartments will have one or two bedrooms. The proposed apartments will comply with the minimum net floor areas requirements under Performance Standard 7.3.6C(3)(a).</p> <p>Parts (c), (d) and (e) of Performance Standard 7.3.6C(3) do not apply to the proposed activity, as Performance Standard 7.3.6C(3)(f) specifies that they shall not apply to buildings within the Central Character Precinct in Appendix 32 of the District Plan.</p>

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>3. Above Ground Floor Residential Activities</p> <p>a. The minimum net floor area for Residential Units in the Central Commercial Zone is:</p> <ul style="list-style-type: none"> • Studio 40m² • 1 Bedroom 50m² • 2 Bedroom 70m² • 3 or more Bedrooms 90m² <p>Note: For the purpose of applying this rule, the minimum unit area shall not include car parking, garaging or outdoor living space allocated to each unit.</p> <p>b. The minimum gross floor area for Residential Units in other Commercial Zones is 50m².</p> <p>c. Each Residential Unit shall be provided with an above ground outdoor living space with a minimum area of 7.0m², capable of accommodating a 2 metre diameter circle that is accessed directly from a principal living area.</p> <p>d. Residential units shall be oriented so that any above ground outdoor living space that is parallel to and facing another outdoor living space is no less than 10m apart (measured perpendicular to the building face).</p> <p>e. Above ground outdoor living space shall be north facing, that is north of east or west.</p> <p>f. Parts c), d) and e) of this rule shall not apply to buildings identified in:</p> <ul style="list-style-type: none"> • Section 18.1 'Heritage Items and Notable Trees', Schedule 1 as a Category I or II heritage item; • Russell Street Historic Area, Queen Street Historic Area, Schedule 2, • Central Character Precinct Appendix 32. <p>Note: Provisions for Comprehensive Residential Development or Mixed Use Development are addressed in 7.3.6i</p> <p>5. Car Parking & Garaging (Central Commercial Zone and Suburban Commercial Zone)</p> <p>a. Residential car parking, garaging and turning areas shall be screened from view from public streets and roads, either by landscaping of a minimum depth of 2m from street frontages or location away (by more than 5m) from street frontages.</p>	Yes	<p>17 carparking spaces will be provided within the proposed apartment building, on the ground floor, so they will not be visible from any public streets or roads.</p> <p>There will be 18 carparks located outside the apartment building, on the western side and at the rear of the building. The outdoor carparks will be located more than 5m from the QSW frontage, so are not required to be screened from view. They will also be screened from direct views from QSW by the off-set of the commercial tenancy fronting QSW.</p>

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>7.3.6I COMPREHENSIVE RESIDENTIAL DEVELOPMENT OR MIXED USE DEVELOPMENT⁸ – CENTRAL COMMERCIAL ... ZONES</p> <div><p>1. Minimum Floor Area The minimum net floor area for any residential unit shall be:</p><ul style="list-style-type: none">a. Studio - 35m²b. 1 Bedroom - 50m²c. 2 Bedroom - 70m²d. 3 or more Bedrooms - 90m²<p><i>Note: For the purpose of applying this rule, the minimum unit area shall not include car parking, garaging or balconies allocated to each unit.</i></p></div>	Yes	<p>The proposed development falls within the District Plan definition of ‘Mixed Use Development’.</p> <p>The proposed apartments will have one or two bedrooms. The proposed apartments will comply with the minimum net floor area requirements under Performance Standard 7.3.6I(1)(b) and (c).</p>

⁸ **Mixed Use Development** means a development that incorporates residential and commercial activity together with infrastructure, landscaping and a plan showing the exclusive use areas for each activity. It is considered that the proposed redevelopment falls within this definition.

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>2. Building Scale</p> <p>a. Where the external boundaries of a parent site adjoins any Residential Zone boundary, all buildings shall be contained within a building envelope constructed by recession planes from points 2.75m above these site boundaries. The angle of such recession planes shall be determined for each site by use of the recession plane indicator in Appendix 60, Figure 1.</p> <p>b. Comprehensive residential or mixed use developments shall not include more than 3 residential units or commercial activities in a terraced or row configuration.</p> <p>c. On any side or rear boundary of the parent site buildings shall be contained within a building envelope constructed by recession planes from points 3m above the boundary. The angle of such recession planes shall be 45° for all boundaries facing the southern half of a compass and 55° for all boundaries facing the northern half of the compass. Except that: Where two or more detached residential buildings on adjoining sites are connected along a common boundary the requirement for a recession plane will be dispensed with along that boundary.</p> <p>d. Parts b) and c) of this Building Scale standard shall not apply to above-ground floor level Comprehensive Residential Development or Mixed Use Development in the Central Commercial Zone.</p> <p><i>Notes:</i></p> <p>a. <i>The height in relation to boundary recession planes are not applicable from the front road boundary of a site or where a site boundary adjoins a public open space zone.</i></p> <p>b. <i>Where a site boundary adjoins a ROW, access lot, access leg or private road, recession planes can be constructed from the side of the ROW, access lot, access leg or private road furthest from the site boundary.</i></p>	N/A	Performance Standard 7.3.6l(2)(d) specifies that clauses (a) to (c) of the standard do not apply to Mixed Use Development in the Central Commercial Zone.
<p>3. Outdoor Living Space</p> <p>a. At least 30m² of outdoor living space shall be provided for each unit. This can be provided through a mix of private and communal areas, at ground level or in balconies, provided that:</p> <p>i. Each unit shall have a minimum of 20m² of ground-level private outdoor living space that is directly accessible from a principal living area of that unit;</p> <p>ii. Private outdoor living space shall have a minimum dimension of 2.5m and shall be able to accommodate a 4m diameter circle, when provided at ground level and a minimum dimension of 2m when provided by a balcony, except when it is wholly provided above ground level (see exception below); and</p>	N/A	Performance Standard 7.3.6l(3)(b) specifies that the outdoor living space standard does not apply to above-ground floor level Mixed Use Developments in buildings identified in the Central Character Precinct.

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>iii. Private outdoor living space shall be north facing, that is north of east or west. Except that: Where the principal living area of a unit is located above ground level, a minimum of 15m² of outdoor living space shall be provided by a balcony directly accessible from such an area. The balcony shall be able to accommodate a 2.5 diameter circle, have a minimum dimension of 1.2m and shall face north of east or west.</p> <p>b. This outdoor living space rule shall not apply to above-ground floor level Comprehensive Residential Development or Mixed use Development in buildings identified in;</p> <ul style="list-style-type: none"> ▪ Schedule 1 as a Category I or II heritage item ▪ Russell Street Historic Area, Schedule 2 ▪ Queen Street Historic Area Schedule 2 ▪ the Central Character Precinct Appendix 32 		
<p>4. Landscaping</p> <p>a. A minimum of 20% of each individual unit site shall be landscaped with vegetation cover which can be in the form of grassed lawn, garden beds, trees and shrubs or a combination of the above.</p> <p>b. For every 10m of road frontage of the parent site one specimen tree shall be planted of minimum height of 2m at the time of planting (PB95).</p> <p>c. Parts a) and b) of this landscaping rule shall not apply to above-ground floor level Comprehensive Residential Development or Mixed Use Development in buildings identified in;</p> <ul style="list-style-type: none"> ▪ Schedule 1 as a Category I or II heritage item ▪ Russell Street Historic Area, Schedule 2 ▪ Queen Street Historic Area, Schedule 2 ▪ Central Character Precinct, Appendix 32 	N/A	Performance Standard 7.3.6l(4)(c) specifies that the landscaping standard does not apply to above-ground floor level Mixed Use Developments in buildings identified in the Central Character Precinct.
<p>5. Fences</p> <p>a. The maximum height of any fence between each residential unit and the front road boundary of the parent site or any fence that faces a private road or main pedestrian access or driveway shall be 1.2m (if solid) or 1.8m if it is 50% visually transparent. Solid fences or walls are permitted to provide privacy. They shall be level</p>	N/A	This standard is not relevant to the proposed development.

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Relevant General Performance Standards and Terms	Compliance?	Comments
<p>with or behind the wall of the house fronting the road, private road or main pedestrian access.</p> <p><i>Note: For the purposes of the above standard, visually transparent fencing includes mesh fences, steel pool fencing, and picket fences.</i></p> <p>b. Part (a) does not apply to fences or walls along the front boundary and/or within the front yard including up to and horizontal to the façade of any building of Comprehensive or Mixed Use developments within the Central Residential Commercial Zone. Refer instead to Rule 7.3.5B(d).</p>		
<p>7. Service/Utility Areas/Deliveries</p> <p>a. Each residential unit shall be provided with an outdoor service, rubbish and recycling storage space of 5m² with a minimum dimension of 1.5m.</p> <p>b. Outdoor service and storage spaces shall not be located between the residential unit and the road boundary and shall be screened from the unit's outdoor living space, any adjoining unit or adjoining public open space or Residential Zone.</p>	Partial non-compliance)	Each residential unit and one commercial tenancy will have access to two waste and recycling storage areas within the ground floor of the apartment building that will be large enough to accommodate the needs of each apartment. The commercial tenancy/café fronting QSW will have its own rubbish/recycling storage area within the building. These areas will not be visible from the road or any adjoining public open space.
<p>8. Traffic Sightlines, Parking, Access and Loading</p> <p>a. Comprehensive Residential and Mixed Use Developments shall comply with the provisions of Section 26.1 of the District Plan on Transport and Parking.</p>	Yes	See above assessment in relation to Performance Standard 7.3.5N
<p>9. Density in the Central Residential Commercial Zone</p> <p>a. A minimum average density of one residential dwelling per 350m² net site area when part of a Comprehensive Residential or Mixed Use Development.</p>	Yes	The net site area ⁹ for the apartment building on the site at 206 QSW is approximately 740m ² (excluding decks) for the apartment floors, and 820m ² for the ground floor. The proposal for 20 residential units will exceed the average density requirement of one residential dwelling per 350m ² .

⁹ **Net Site Area:** means a single contiguous site area set aside for the exclusive use of its owners, lessees or tenants and shall exclude all common use areas, (excluding easements for water, power, phone, sewer and stormwater), access lots or access strips and entrance strips but in the Rural Areas/Zones shall also include the total of two or more such areas separated by any common use areas, access lots or access strips. See [Appendix 68 - Figure 9](#)

Section 27.1.5 of the District Plan states the following in relation to earthworks:

“When assessed under Rule table 27.1.5, earthworks will be considered a Permitted Activity and not have to comply with the Performance Standards and Terms in [Section 27.1.6](#), provided they are:

- (a) [...]
- (b) *Earthworks in association with a Building Consent, where the area of earthworks includes no more than 150% of the area of the associated building footprint. Note that Rules and Standards are applied once the 150% threshold is exceeded.*
- (c) *Earthworks in association with Forestry Activities; Network Utility Operations; and the replacement and /or removal of a fuel storage system as defined by the Resource Management Regulations 2011 (National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health)*
- (d) *Earthworks in association with the creation of public walk ways and cycleways, except when located within any ONFL area, where the standards relating to ONFL's in 27.1.5 and 27.1.6 shall still apply.”*

Under the above provisions, earthworks associated with removal of the old fuel tank within the HB Farmers Garage and the creation of the public laneway are permitted under Section 27.1 of the District Plan.

It is possible, however, that as part of the remediation of the site (in accordance with a Contaminated Site Management Plan/Remediation Action Plan proposed to be submitted to the Council for certification prior to earthworks and demolition activities commencing on the site (refer to Section 7.2.1 of this report), more than 100m³ of contaminated soil may need to be removed from the site, and clean soil/fill brought to the site to replace it.

Earthworks are defined in the District Plan as:

“means the disturbance of land by moving, placing or replacing earth, or by excavation or cutting; filling or backfilling and the removal or importation of earth (including topsoil) to or from any site, but does not include, excavation associated with.

- *tiling or cultivating of soil*
- *harvesting and maintaining of crops*
- *post holes*
- *drilling bores*
- *offal pits*
- *burial of dead stock and plant waste*
- *installation of services such as water pipes and troughs*

The volume of earthworks is the sum of both cut and fill operations.”

Section 27.1.5 of the District Plan states the following in relation to earthworks:

“When assessed under Rule table 27.1.5, earthworks will be considered a Permitted Activity and not have to comply with the Performance Standards and Terms in [Section 27.1.6](#), provided they are:

- (a) [...]
- (b) *Earthworks in association with a Building Consent, where the area of earthworks includes no more than 150% of the area of the associated building footprint. Note that Rules and Standards are applied once the 150% threshold is exceeded.*
- (c) *Earthworks in association with Forestry Activities; Network Utility Operations; and the replacement and /or removal of a fuel storage system as defined by the Resource*

Management Regulations 2011 (National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health)

- (d) *Earthworks in association with the creation of public walk ways and cycleways, except when located within any ONFL area, where the standards relating to ONFL's in 27.1.5 and 27.1.6 shall still apply."*

Under the above provisions, earthworks associated with removal of the old fuel tank within the HB Farmers Garage, the creation of the public laneway, and earthworks associated with the building consent to construct the apartment building (including foundations) are permitted under Section 27.1 of the District Plan. Under the definition of 'earthworks', that would include the removal and/or importation of earth. associated with these activities.

Rule EM1 permits earthworks subject to compliance with the General Performance Standards and Terms in 27.1.6. Given the flat topography of the site, it is considered that any other earthworks will comply, including General Performance Standard and Term 27.1.6A Extent of Earthworks, which permits a maximum volume of 50m³ of earthworks per site for any 12 month period in all zones in Hastings.

7.1.1.1 Activity Status under Hastings District Plan

As identified in Table 1, the proposed development will not comply with the following General and Specific Performance Standards:

- 7.3.5D Active Retail Frontage
- 7.3.5P Heritage Items and Notable Trees; and
- 7.3.6I(7)(a) Service/Utility Areas/Deliveries

Any Permitted Activity not meeting one or more of the General or relevant Specific Performance Standards and Terms in Sections 7.3.5 and 7.3.6 is a Restricted Discretionary Activity under Rule CCR20.

The Construction of new buildings within the Central Character Precinct and within the Central Commercial Zone is a Restricted Discretionary Activity (Non-Notified) under Rules CCR17 and CCR18 of the District Plan.

The demolition of Heritage Item HB46 (being the HB Farmers Garage) is a Non-Complying Activity under Rule H17 of Section 18.1 of the District Plan.

Overall, resource consent for a **Non-Complying Activity** is required.

7.2 NES for Assessing and Managing Contaminants in Soils to Protect Human Health Contaminated Soils (NESCS)

Section 5 of the NESCS outlines that the NESCS applies when a person wants to (among other things) disturb the soil of the piece of land or change the use of the piece of land, where land covered includes:

Land Covered

(7) *The piece of land is a piece of land that is described by 1 of the following:*

- (a) *an activity or industry described in the HAIL is being undertaken on it;*
- (b) *an activity or industry described in the HAIL has been undertaken on it;*
- (c) *it is more likely than not that an activity or industry described in the HAIL is being or has been undertaken on it.*

The HAIL List (Hazardous Activities and Industries) outlines seven categories of activities:

- A. Chemical manufacture, application and bulk storage;
- B. Electrical and electronic works, power generation and transmission;
- C. Explosives and ordnance production, storage and use;
- D. Metal extraction, refining and processing, storage and use;
- E. Mineral Extraction, refining and processing, storage and use;
- F. Vehicle refueling, service and repair; and
- G. Cemeteries and waste recycling, treatment and disposal.

7.2.1 206 Queen Street West, Hastings

A Detailed Site Investigation (DSI) for 206 QSW was undertaken by EAM NZ Limited - Environmental Consultants (refer to the report attached in **Appendix H**)¹⁰.

A review of Hastings District Council files relating to the property found reference to underground fuel tanks and a proposed bowser location, use of quality lead and oil-based paints, leaded fuel line pipework and use of asbestos materials. Documentation of the history of the site and historical aerial photographs from 1945 through to 2020 were also reviewed. The outcome of review is that the site is considered a HAIL, under Section A (13) and (17), Section D(5), Section E(1), Section F(3) and (4), Section H, and Section I. The following contaminants were considered to be of concern:

- Metals
- Polycyclic Aromatic Hydrocarbons
- Asbestos

The following potential receptors were identified as being relevant to the Site:

- Earthworks, construction, maintenance, and excavation contractors who may encounter potentially contaminated soil during the proposed works via inhalation (dusts).
- Future occupiers of the Site via inhalation (dusts) and/or ingestion of contaminated soil.

A total of 14 test pits were excavated across the site with soil samples collected at discretionary intervals within each test pit (see Figure 25).

The analytical results of the samples taken are set out in Section 8 of the DSI. The following was found:

Metals/Metalloids

"Laboratory analysis reported significantly elevated levels of lead across the site, and in two locations at concentrations which pose real risk to human health in a commercial/Industrial setting. The NES commercial/Industrial standard for lead is 3300mg/kg. Lead concentrations in TP 8 and TP 11 were reported as 13,400mg/kg, and 3,900 mg/kg, respectively. Concentrations in locations TP3, TP6, TP7, TP10 reported values above 1500mg/kg which are concerning. Based on number of samples reporting high concentrations of lead across the site, it is highly likely that much of the site is contaminated by lead, and possibly in concentrations which pose a risk to human health.

All other sample analysis was within the NES for commercial/Industrial land use."

Polycyclic Aromatic Hydrocarbons

¹⁰ 'Detailed Site Investigation 206 Queen Street, Hastings', prepared for Hastings District Council by EAM NZ Limited (Project No. EAM2251-01), dated June 2022.

"One sample was collected from TP 7, 200mm depth where ash residue was observed. Of the twenty PAH analysed, all reported presence of the contaminant. Concentrations however are within the NES for commercial/Industrial land use."

Asbestos

"The asbestos analysis for the site was compared directly with the New Zealand Guidelines for Assessing and Managing Asbestos in Soil (BRANZ, 2017). Results were assessed against values for Commercial/Industrial land use, which state "Includes accessible soils within retail, office, factory, and industrial sites. Many Commercial and Industrial properties are well paved with concrete pavement and buildings that will adequately cover/cap any contaminated soils".

Four samples were collected from Four test pits, TP1 (Fuel tank investigation), TP1, TP5 and TP8. Asbestos was identified in TP1 during the Fuel tank investigation, and in TP8. Samples were collected and analyse for TP5 and TP8 for clarity. Asbestos was not detected in TP 1 (fuel tank investigation), TP1, and TP5. TP8 reported presence of asbestos as Chrysotile (White asbestos), present as loose fibres. Asbestos concentrations were reported as <0.001, which is within BRANZ (2017) guidelines.

A summary of the asbestos results, and the laboratory report are presented in Appendix F."

Figure 25: DSI Test Pit Locations



The soil metal concentrations were found to be well outside the Commercial/Industrial standards and therefore present significant risk to site workers.

The concentrations of asbestos were found to be within the BRANZ Commercial/Industrial standards. However, the DSI considers that *"it is highly possible that additional asbestos may be buried within the site, particularly when fill material was encountered in all test pits. Should further asbestos be identified in future earthworks, the protocol for unexpected discovery of asbestos contamination must be followed..."*

An investigation beneath and around the south, east and west sides of a fuel tank located on the site was unable to be completed for health and safety reasons. The DSI advises that this

investigation will need to be undertaken following removal of the surrounding building structure. Therefore, the risk associated with the fuel tank has not yet been confirmed.

The DSI recommends that the following work be undertaken, including further soil analysis around the sides and underneath the fuel tank (to determine that contamination is not present and has not affected shallow water tables beneath the site), and the preparation of a Contaminated Site Management Plan/Remediation Action Plan, prior to removal of the concrete floor of the HB Farmers Garage building, to ensure safety of all site workers¹¹:

"10.1 FUEL TANK REMOVAL AND UNDERLYING SOIL ANALYSIS

Further investigation is required around the remaining sides and underneath the tank to determine that contamination is not present and has not affected shallow water tables beneath the site. For health and safety reasons, further investigation into this area will be required following the removal of the surrounding building walls and ceiling to provide sufficient ventilation, and excavator access. Underground fuel tanks will require removal to access underlying soils beneath the concrete bund. Soil analysis beneath the fuel tanks to assess petroleum contamination will be required, at a minimum for assessment of Benzene, Toluene, Xylene, Ethylbenzene (BTEX) and Total Petroleum Hydrocarbons (TPH).

10.1.1 UNEXPECTED DISCOVERY OF CONTAMINATION PROTOCOL

Should unexpected contamination be encountered during the fuel tank removal be encountered, all site work must immediately stop, and the potential hazards must be assessed. Report the discovery to the SQEP or manager on site. Contamination may present as:

- Staining and/or discolouration of soil*
- Refuse and/or debris such as brick, glass, rubble, timber, domestic waste*
- Drums or underground storage tanks*
- Odour, such as hydrocarbons, sewage or rotting material.*
- Presence of discoloured surface water or leachate*
- Oils, grease, oily substances*
- Asbestos*

Should asbestos be observed or suspected during the excavation works, all work shall cease and Guidelines for the Management and Removal of Asbestos (revised 1999) for the Department of Labour, and the Health & Safety in Employment (Asbestos) Regulations (1998) will be followed. Works can recommence once all asbestos has been removed safely. Any such asbestos works (assessment, delineation, removal, and verification) would be undertaken by a specialist asbestos contractor.

A first response protocol for unexpected contamination is as follows:

- 1. Stop work immediately. Assess the potential immediate hazards. • If the discovery is assessed as presenting an imminent hazard or danger, notify emergency services dialling 111. If unsafe, move away, secure the area, and notify workers in the nearby area.*
- 2. Advise SQEP, site manager or client representative*
- 3. Work will not resume or commence until the SQEP has provided clearance.*

10.2 CONTAMINATED SITE MANAGEMENT PLAN/REMEDIATION ACTION PLAN

¹¹ Section 10 of the DSI report.

Lead contamination at the site is concerning and it is highly likely that further significantly elevated contamination is present. Based on the risk associated with lead exposure, prior to removal of the concrete floor, a Contaminated Site Management Plan/Remediation Action Plan will be required to be prepared for site works, to ensure the safety of all site workers. This will include the following:

- Health and safety protocols
- Excavation protocols
- Dust suppression
- Unexpected discovery of contamination protocols.
- Contaminated soil management procedures and options for remediation.”

Given the above investigations undertaken, the site at 206 QSW is a ‘piece of land’ under Regulation 5(7) of the NESCS, where an activity described in the HAIL has been undertaken on it.

The proposed development will involve disturbing the soil to demolish the existing building on the site and remove the existing fuel tank. Soil disturbance will also be required to construct foundations for the new building on the site.

Regulation 8(3) specifies the following:

- Disturbing soil*
- (3) Disturbing the soil of the piece of land is a permitted activity while the following requirements are met:
- (a) controls to minimise the exposure of humans to mobilised contaminants must—
 - (i) be in place when the activity begins;
 - (ii) be effective while the activity is done;
 - (iii) be effective until the soil is reinstated to an erosion-resistant state;
 - (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done;
 - (c) the volume of the disturbance of the soil of the piece of land must be no more than 25 m³ per 500 m²;
 - (d) soil must not be taken away in the course of the activity, except that,—
 - (i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples;
 - (ii) for all other purposes combined, a maximum of 5 m³ per 500 m² of soil may be taken away per year;
 - (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind;
 - (f) the duration of the activity must be no longer than 2 months;
 - (g) the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.

The volume of soil to be disturbed will exceed the maximum volume of 500m² specified under Regulation 8(3)(c). Given the time needed to demolish the existing building and construct the foundations for the new building, the proposal will also not meet the maximum duration of 2 months under Regulation 8(3)(f).

Regulations 8(5) and 9 specify the following:

Consequence if requirement not met

- (5) If a requirement described in any of subclauses (1) to (3) is not met, the activity is a controlled activity under [regulation 9](#) while it meets the requirements in regulation 9(1).
- (6) If a requirement described in subclause (4) is not met, the activity is a controlled activity under [regulation 9](#) while it meets the requirements in regulation 9(3).

9 Controlled activities

Removing or replacing fuel storage system, sampling soil, or disturbing soil

- (1) If a requirement described in any of [regulation 8\(1\) to \(3\)](#) is not met, the activity is a controlled activity while the following requirements are met:
 - (a) a detailed site investigation of the piece of land must exist;
 - (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in [regulation 7](#);
 - (c) the consent authority must have the report;
 - (d) conditions arising from the application of subclause (2), if there are any, must be complied with.
- (2) The matters over which control is reserved are as follows:
 - (a) the adequacy of the detailed site investigation, including—
 - (i) site sampling;
 - (ii) laboratory analysis;
 - (iii) risk assessment;
 - (b) how the activity must be—
 - (i) managed, which may include the requirement of a site management plan;
 - (ii) monitored;
 - (iii) reported on;
 - (c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity;
 - (d) the timing and nature of the review of the conditions in the resource consent;
 - (e) the duration of the resource consent.

The DSI samples investigated identified that the soil contamination will exceed the applicable standard in Regulation 7. Regulations 9(6) and 10 of the NESCS specify that the activity is a Restricted Discretionary Activity, as follows:

Consequence if requirement not met

- (6) If a requirement described in this regulation is not met, the activity is a restricted discretionary activity under [regulation 10](#) while it meets the requirements in regulation 10(2).

10 Restricted discretionary activities

- (1) This regulation applies to an activity described in any of [regulation 5\(2\) to \(6\)](#) on a piece of land described in regulation 5(7) or (8) that is not a permitted activity or a controlled activity.
- (2) The activity is a restricted discretionary activity while the following requirements are met:
 - (a) a detailed site investigation of the piece of land must exist;
 - (b) the report on the detailed site investigation must state that the soil contamination exceeds the applicable standard in [regulation 7](#);
 - (c) the consent authority must have the report;
 - (d) conditions arising from the application of subclause (3), if there are any, must be complied with.
- (3) The matters over which discretion is restricted are as follows:
 - (a) the adequacy of the detailed site investigation, including—
 - (i) site sampling;
 - (ii) laboratory analysis;
 - (iii) risk assessment;
 - (b) the suitability of the piece of land for the proposed activity, given the amount and kind of soil contamination;
 - (c) the approach to the remediation or ongoing management of the piece of land, including—
 - (i) the remediation or management methods to address the risk posed by the contaminants to human health;
 - (ii) the timing of the remediation;
 - (iii) the standard of the remediation on completion;
 - (iv) the mitigation methods to address the risk posed by the contaminants to human health;
 - (v) the mitigation measures for the piece of land, including the frequency and location of monitoring of specified contaminants;
 - (d) the adequacy of the site management plan or the site validation report or both, as applicable;
 - (e) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity;
 - (f) the requirement for and conditions of a financial bond;
 - (g) the timing and nature of the review of the conditions in the resource consent;
 - (h) the duration of the resource consent.

7.2.1.1 Summary

A Restricted Discretionary resource consent is required for soil disturbance associated with the proposed development on the site at 206 QSW.

7.2.2 223 Heretaunga Street West, Hastings

No DSI has been completed for the site at 223 HSW.

The site is currently occupied by a building that has, until recently, been used for retail.

A review of Council’s historic aerial photographs (see Figures 26-29 below) shows that the site has been occupied since 1947. The Council’s property records show that there were alterations made to a shop on the site in 1920 and an addition made to the building in 1929. A new shop was constructed on the premises in 1931, following the 1931 earthquake, which is shown in Photo 3.

Figure 26: Historic Imagery – 1947 (Source: HDC Intramaps)



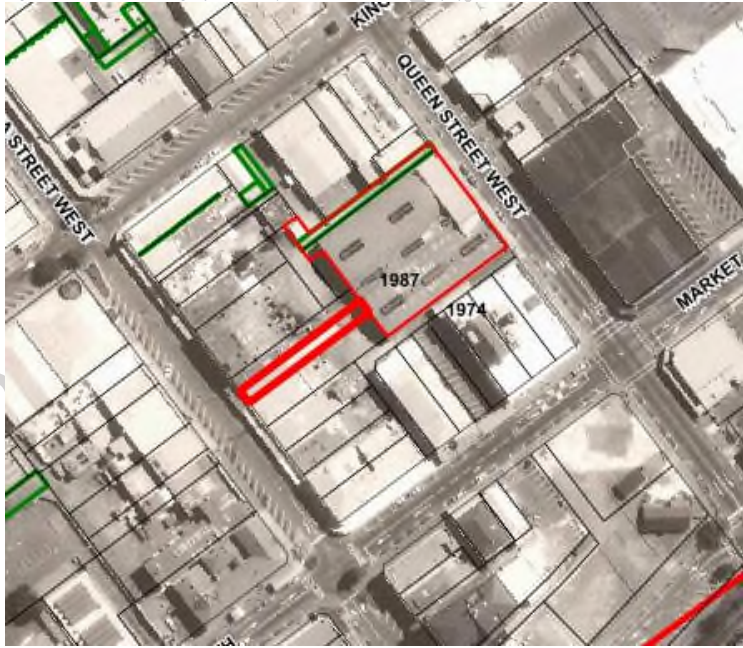
Figure 27: Historic Imagery – 1949 (Source: HDC Intramaps)



Figure 28: Historic Imagery – 1974 (Source: HDC Intramaps)



Figure 29: Historic Imagery – 1987 (Source: HDC Intramaps)



The site has therefore been used as a shop for at least the last 100 years, and there is no record of the site being used for any activities on the HAIL list. Therefore, it is submitted that the site is not a 'piece of land' under the NESCS.

7.3 Summary and Conclusion as to Activity Status

The above assessment has identified that a Non-Complying Activity resource consent is required for the proposed development under the Hastings District Plan.

A Restricted Discretionary Activity resource consent is required under Regulation 10 of the NESCS.

Overall, consent for a **Non-Complying Activity** is required.

8 Statutory Criteria

Subject to Part 2 of the Resource Management Act, Section 104(1) sets out those matters that Council must have regard to when making a decision. Such matters include:

- “(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to-*
- (a) any actual and potential effects on the environment of allowing the activity; and*
 - (ab) any measure proposed or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity; and*
 - (b) any relevant provisions of—*
 - (i) a national environmental standard;*
 - (ii) other regulations;*
 - (iii) a national policy statement;*
 - (iv) a New Zealand coastal policy statement;*
 - (v) a regional policy statement or proposed regional policy statement;*
 - (vi) a plan or proposed plan; and*
 - (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.”*

In determining applications for Non-Complying Activities, section 104B of the RMA states that:

- “104B Determination of applications for discretionary or non-complying activities*
After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority—
- (a) may grant or refuse the application; and*
 - (b) if it grants the application, may impose conditions under section 108.”*

Under s104D(1) of the RMA, a consent authority may only make a decision to grant resource consent to a Non-Complying Activity if it is satisfied that either:

- “(a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
- (b) the application is for an activity that will not be contrary to the objectives and policies of—*
 - (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or*
 - (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or*
 - (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.”*

The assessment of the application is done so in accordance with these sections of the Act.

9 Assessment of Environmental Effects (ss 104(1)(a) and 104D(1)(a))

The following presents an assessment of the actual and/or potential effects of the proposed activities on the environment in the detail that corresponds with the scale and significance of the effects that the proposed activities may have on the environment.

Where relevant, reference is made to consent conditions that are recommended for consent (if granted), as a means of avoiding, remedying or mitigating adverse environmental effects. The proposed consent conditions are provided in **Appendix E** of this report.

While, overall, the proposal is to be assessed as a Non-Complying Activity, Section 7.3.7.2 includes assessment criteria for Restricted Discretionary Activities which are relevant to assessing the proposed development's non-compliance with the relevant performance standards for the Central Commercial Zone.

Section 7.3.7.2A includes General Assessment Criteria for the Central Commercial Zone, and states:

Any Permitted activity or Restricted Discretionary Activity (Non-notified) not meeting one or more of the terms in Sections 7.3.5 and 7.3.6 and where there are no specific assessment criteria.

An assessment of effects of the effects of the activity shall be made considering the following:

The ability of the activity to achieve the particular stated outcome of the General or Specific Performance Standard(s) and Terms which it fails to meet. These outcomes relate to design, solar access to dwellings and outdoor living space, appearance, density, traffic effects and effects on streetscape, character and amenity. In these Zones amenity centres around the effects on adjoining property, public open space, the scale of buildings, urban character and land use. Consideration will include the scale or size of the infringement and how the activity proposes to mitigate the effects created.

9.1 Amenity Effects

'Amenity values' are defined in the RMA as follows:

"Amenity values means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes."

The District Plan specifies outcomes associated with the relevant General and Performance Standards applying to the proposed development (as set out in Table 1) that are related to amenity. The proposed development is assessed against the relevant outcomes below.

Outcome for 7.3.5D (Active Retail Frontage)

The amenity of the Commercial Zone will be retained by providing an attractive and interesting continuous retail frontage.

Outcome for 7.3.5E (Building Frontage Treatment)

The amenity of the Commercial and Suburban Commercial Zone will be retained by providing an attractive and interesting continuous retail frontage, devoid of blank walls.

Outcome(s) for 7.3.5G (Pedestrian Shelter)

Continuity of pedestrian shelter will support pedestrian activity by adding visual interest to the street and enhancing the comfort of pedestrians from the weather elements.

Verandahs will be designed and constructed so they are not a hazard to the public.

Outcome for 7.3.5H(3) (Public pedestrian routes in the Central Commercial and Large Format Retail Zones)

Places available for public use are safely illuminated.

The above outcomes seek to retain the amenity of the Commercial Zone by providing an attractive and continuous retail frontage, devoid of blank walls, within the Designated Retail Frontage area, supporting pedestrian activity by providing for continuity of pedestrian shelter (verandahs), and ensuring places available for public use are safely illuminated.

The site at 223 HSW is located within the Designated Retail Frontage area of the Central Commercial Zone. While the building will be demolished, the existing façade of the building will be retained and restored (i.e. the sides and area above the existing verandah will be kept). The existing shop frontage (i.e. the shop windows and doorway) will be removed and will become the open entrance to the proposed laneway (see Figures 12 and 13).

While the retail shop frontage will be removed, retaining the remainder of the façade will ensure that the location of the shop previously occupying the site will remain evident (including the date of '1931' on the upper façade identifying when the building was constructed), and the existing frontage on HSW will be largely retained.

As evident in Photo 4, the façade of the building is currently in poor condition. The proposed laneway will include the removal of the existing solid verandah (which currently obscures much of the building above the verandah when viewed from the street), and it will be replaced with a new glass and steel canopy (Figure 13).

The new canopy will still provide shelter for pedestrians and it will provide a clear view of the remaining building frontage, which will be repaired and painted to highlight its existing design features. It will also provide better views of the upper facades of the neighbouring buildings from the street and footpath and will allow for more natural light to enter the immediate area during the daytime.

The entrance to the new laneway from Heretaunga Street will be easily identifiable and clearly articulated by the retained and restored façade. It is proposed to place curved light boxes with Kowhaiwhai patterns within the structural bays to replicate waka storage. Bollards replicating mooring posts for waka are proposed to line the transition point between the laneway and greenspace, as well as preventing vehicles from accessing this space.

Elements from the greenspace can be replicated within the laneway, to create visual links, including the use of landscaping elements, and 'living walls' to cool the space, and continuity of paving between the spaces. This will ensure that there will be no blank walls fronting or visible from the street.

The laneway will provide public access from HSW through to QSW, via the proposed public greenspace area, during the daytime. The greenspace and laneway will be lit at night, with the lighting designed and located to comply with General Performance Standard 7.3.5H Lighting and Glare.

The security measures through the development have been carefully considered to provide secure spaces. A low brick fence with wrought iron for surveillance as well as security will be installed around the perimeter of the park, and the park will also have attractive, transparent, screen-like gates that will sit behind the retained heritage façade that can be closed at night at both ends of the park by either Recreation Services or security patrols (as they do for other parks in the district). The laneway itself will have the ability to be closed with lockable see-through gates after hours.

The whole development site will have a network of surveillance cameras that will be connected and monitored by Council's security team, who are also connected with the Police to ensure a rapid response as required.

An appraisal of the proposal against the National Guidelines for Crime Prevention Through Environmental Design in New Zealand (CPTED) (Ministry of Justice, November 2005) is provided in **Appendix I**. It identifies measures that will be incorporated into the layout of the development to provide structure, legibility and visibility, to distinguish the public and private areas and the creation of an open, interconnected yet clearly defined grouping of spaces. The appraisal concludes that the proposal will achieve the CPTED principles of:

1. *Surveillance – people are present and can see what is going on.*
2. *Access management – methods are used to attract people and vehicles to some places and restrict them from others.*
3. *Territorial reinforcement – clear boundaries encourage community 'ownership' of the space.*
4. *Quality environments – good quality, well maintained places attract people and support surveillance.*

On the basis of the above, it is considered that the proposed laneway will achieve the above outcomes of retaining the amenity of the area by providing an attractive and interesting frontage within the framework of the existing retail building, avoiding blank walls, adding visual interest to the street, and providing for pedestrian comfort and public safety.

Outcome for 7.3.5I (Screening and Visual Amenity)

Commercial activities fronting public roads, public reserves, parking areas or Residential Zones will have a pleasant appearance.

Outcome for 7.3.6(5) (Car Parking & Garaging (Central Commercial Zone and Suburban Commercial Zone))

The street frontage will not be dominated by vehicle entrances and car parking areas and an active street edge will be maintained.

The above outcomes are for commercial activities fronting public roads, public reserves and parking areas to have a pleasant appearance, for the street frontage to not be dominated by vehicle entrances and car parking areas, and for an active street edge to be maintained.

One of the proposed commercial tenancies within the apartment building will front onto the proposed public greenspace area, and the other will front QSW, being located on the corner of the apartment building and the service lane on the western side of the site. The proposed building has been designed so that it will have a pleasant appearance from each of these locations. While there will be a service lane on the eastern side and the western side of the proposed development fronting QSW, an active street edge will be maintained by retaining the existing HB Farmers Garage façade, providing for public access through that façade, and by placing a commercial activity (café) on the street frontage.

Seventeen of the car parks will be located within the apartment building and 5 at the rear of the apartment building. The remaining 13 car parks located along the western wall of the building will be set back from the QSW corner of the site. The service lane to the east of the site and the one along the western boundary of the subject site are existing, and no additional entrances are proposed. Given the proposed continuity of the street frontage between the two entrances, through the retention of the HB Farmers Garage façade and the new building, an active street edge will be retained and the areas and will not be dominated by vehicle entrances.

It is therefore considered that the proposed development will achieve the above outcomes.

Outcome(s) for 7.3.6C(3) (Above Ground Floor Residential Activities)

To ensure adequate living space for the comfort and amenity of the occupants of the above-ground floor residential units.

Outcome for 7.3.6I(1) (Mixed Use Development – Central Commercial Zone – Minimum Floor Area)

Occupiers of dwellings that form a part of a comprehensive residential or mixed use development shall have adequate living space.

Outcome for 7.3.6I(7) (Mixed Use Development – Central Commercial Zone – Service/Utility Areas/Deliveries)

To ensure that an adequate service area that is separate from outdoor recreation space is provided for clotheslines, rubbish and recycling storage.

Locating and screening storage and service areas away from the public street and private recreation areas will ensure that the residential amenity of the area will be maintained.

The above outcomes seek to ensure that above-ground floor residential units, including those forming part of a mixed use development, have adequate living space for the comfort and amenity of occupants. They also seek to ensure that an adequate service area, separate from outdoor recreation space, is provided for clotheslines, rubbish and recycling storage.

Fourteen of the proposed 20 residential units will have one bedroom, and the remainder will have two bedrooms. The net floor areas of the residential units will comply with the minimum net floor areas for 1 and 2 bedroom units under Performance Standard 7.3.6C(3)(a) (refer to Table 1). Each of the units will also have a deck (covered or partly covered) that will be accessed directly from their living room, with a size ranging from 6m², 7m², 10m² and 14m². Each residential unit will also have a covered deck accessible from each bedroom, ranging in size from 4m² (for 1 bedroom units) and 6m² (for 2 bedroom units). It is therefore considered that each residential unit will have sufficient living space for the comfort and amenity of occupants.

With regard to the provision of a service area for clotheslines, each of the outdoor decks will potentially provide for the drying of clothes. However, it is recognised that, for amenity purposes, it is not unusual for apartment developments to have covenants preventing occupants from drying clothes outside (in public view), including on outdoor balconies/decks. In those cases, occupants need to dry clothes indoors (e.g. using clothes driers).

Each of the proposed residential units will have access to an area for storage of rubbish and recycling on the ground floor of the apartment building.

On the basis of the above, it is considered that the proposed development will achieve the above outcomes and will have less than minor adverse effects on the amenity of the CBD environment.

9.2 Effects of Construction of New Buildings in the Central Character Precinct of the Central Commercial Zone

The proposed redevelopment project site is located within the Central Character Precinct of the Central Commercial Zone, as identified on the map in Appendix 32 of the District Plan. Section 7.3.1 Introduction of the District Plan states the following in relation to the Central Character Precinct:

The heritage fabric, streetscape characteristics and values of this Central Character Precinct originate from both physical objects within the built environment and development patterns (e.g. streetscape and subdivision patterns). The purpose of this precinct is to protect the character and values of the area, through requiring that developments be considered within the context of the surrounding environment. The Rules control activities that may have an adverse effect on the identified streetscape and heritage values of the precinct, including new buildings, demolition, alterations and additions to buildings.

The following assessment criteria in Section 7.3.7.2M relates to the construction of new buildings located in the Central Character Precinct of the Central Commercial Zone:

- (a) *The extent to which any proposed work is generally compatible with or is a well-designed contrast to the existing building style of surrounding buildings. Consideration should be given to form, building materials, building design, glazing and openings for example;*
- (b) *Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;*
- (c) *Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;*
- (d) *The extent to which the proposed work adversely affects the existing character of the precinct as a whole and what measures have been taken to avoid, remedy or mitigate any potential adverse effects. Specific regard will be given to all of the following:*
 - (i) *Location and form of new construction relative to existing nearby buildings in terms of scale, balance and proportion;*
 - (ii) *Architectural style and quality of new construction;*
 - (iii) *Construction materials and detailing, including the proposed colour scheme;*
 - (iv) *Whether the proposed development is sympathetic to the historical subdivision patterns of the area;*
 - (v) *Whether any significant existing building features would be removed, obscured or otherwise compromised;*
 - (vi) *Design elements such as parapets, roofs, verandas, roofs, walls, columns, windows, shop fronts and decorative elements; and*
 - (vii) *Location and design of signage, services access and storage arrangements and visible building services such as air conditioning and utility access points.*
- (e) *(Avoiding, remedying or mitigating any adverse effects associated with the scale and bulk of the buildings through the use of colour finishes (generally natural and recessive colours).*
- (f) *For relocated buildings, refer also to the general assessment criteria for Relocated Buildings contained in 7.3.7.2B above.*

The HIA has assessed the proposal against the above assessment criteria for the construction of the new apartment building and made the following comments¹²:

¹² Pages 24-26 of the HIA.

- *“Building height, bulk, scale, size and disposition of openings and articulation of building form reflect the nearby Farmers/IMS building and create a consistent urban setting for the heritage façade, which is essentially “bracketed” by the two taller buildings (existing Farmers/IMS and new apartment building).*
- *The creation of inner city living promotes mixed use opportunities in accordance with policies CCP1 and CCP4, encouraging the 24 hour presence of people in the city and also utilising urban land efficiently. This is further enhanced by the inclusion of commercial tenancies at ground level. The location of apartment windows and balconies is consistent with CPTED principles, permitting screened oversight of the new public park and public car parking areas.*
- *The proposed building provides mixed use occupancy, including commercial tenancies at ground level and residential above, with designated car parking at ground level within the building. The spatial relationship between the heritage façade and the new building is designed to ensure the architectural significance of the historic building is not compromised. Visual and physical connection is facilitated between the new public park and the apartments and commercial tenancies.*
- *Building height, bulk, scale, articulation, size and disposition of openings all reflect the Farmers/IMS building and create a consistent urban setting for the heritage façade. The inclusion of a retail tenancy on the Queen Street frontage promotes engagement with the street; the setback between new and existing structures creates potential outdoor sitting space for the tenancy while allowing the architectural significance of the historic building to be appreciated.*
- *The architectural style is contemporary but respects the character of adjacent heritage buildings regarding size and disposition of openings, bulk, scale and articulation. The choice of materials and construction (brick, solid plaster) implies quality.*
- *The Queen Street element of the apartment building, and walls above ground floor, are plastered and painted in keeping with the original Queen Street façade. The plastered walls are shown with a simple cornice detail, in recognition of the cornice of the heritage façade.*

Behind the façade, the existing building is a concrete frame with red brick infill panels. Red brick is proposed to be used on the ground floor of the apartment building and full height to the stairs, making a connection to the heritage of the site and providing visual distinction between new and old along Queen Street.

The colour scheme provided uses colours from the BS5252 range; a neutral cream for plastered wall elements with accent colours defining the entrance lobbies and slate grey tones for the balconies and balustrades. This colour scheme is complemented by the unpainted red brick elements.
- *Mixed use development incorporating medium density housing is a new activity in the CBD. However, the scale, bulk and location of the new building respects the historic grain of the CBD.*

- *The proposal involves the demolition of a heritage listed building, with only part of the 1925 façade retained. In particular the proposal will result in the loss of the arched concrete frames, exposed brick infill panels, the curved steel trusses and the interior volume created by them. Demolition of a heritage building is not a desirable outcome and the effects on the heritage listed building are clearly more than minor. [...]*
- *The shallow-pitched roof form is appropriately concealed behind a low parapet. The parapet is shown as having a simple cornice in keeping with detailing of adjacent heritage buildings. The Queen St façade does not have a veranda, although the commercial tenancy is shown with window canopies. This is deemed to be an appropriate design solution.*
Articulation of the east (park), south and west (car parking) facades is achieved by the location and proportions of openings and provision of balconies.
The size and disposition of openings and relationship between windows and wall areas is sympathetic to the adjacent heritage buildings.
Decorative elements (eg balcony screens and balustrades) are simple and contemporary in style.
- *Rubbish and storage provision, as well as apartment car parking, are located within the building envelope at ground floor level, screened from view. Information on signage and building services has not been sighted. There is a requirement for onsite stormwater detention; location and provisions have not been sighted.*
- *The proposed colours and use of natural brick cladding elements, together with the articulation achieved by placement of balconies and window openings, will assist to mitigate any adverse effects associated with the scale and bulk of the building. Further to this, the scale and bulk of the apartment building is comparable to that of the existing farmers/IMS building (1929)."*

The HIA has assessed that "Demolition of a heritage building is not a desirable outcome and the effects on the heritage listed building are clearly more than minor"¹³. However, the HIA considers that preserving the façade of the Hawke's Bay Farmers' Cooperative Garage building will maintain the visual continuity of the streetscape, which is turn is enhanced by the proposed new mixed-use building on the site (it is noted that the Garage building contributes significantly to the heritage value of the streetscape through its form, materiality and scale, but is subsidiary to the adjacent Hawke's Bay Farmers Building in terms of scale, bulk and form, quality of design and construction, and also in its historic function). While the new apartment building will be a new activity in the CBD, the proposed building height, bulk, scale, size and disposition of openings and articulation of building form respect the historic grain of the CBD and reflect the nearby Farmers/IMS building, creating a consistent urban setting for the heritage façade, which is essentially 'bracketed' by the two taller buildings (existing Farmers/IMS and new apartment building)¹⁴

¹³ Page 25 of the HIA.

¹⁴ Conclusion, page 34 of the HIA.

On the basis of the HIA assessment, it is considered that, overall, the effects of the construction of the new apartment building on the heritage fabric, streetscape characteristics and values of the Central Character Precinct will be no more than minor.

9.3 Effects of the Demolition of the Buildings on the Existing Character of the Central Character Precinct of the Central Commercial Zone

The following assessment criteria in Section 7.3.7.2N relates to external alterations, including demolition, to existing buildings located in the Central Character Precinct of the Central Commercial Zone:

- (a) *The extent to which any proposed work is generally compatible with or is a well-designed contrast to the existing building style of surrounding buildings. Consideration should be given to form, building materials, building design, glazing and openings for example;*
 - (b) *Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;*
 - (c) *Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;*
 - (d) *The extent to which any removal or demolition of a building affects the existing streetscape or destroys a building of architectural or historical significance;*
 - (e) *The significance of the age of the building and architectural style, era or period to which the existing building belongs;*
 - (f) *Whether the building is identified as being part of a significant group of buildings, including the significance of the age of the surrounding buildings and the architectural style, era or period to which the surrounding buildings belong;*
 - (g) *Whether the proposed work is visible from any public road, public parking space or whether the portion of the building affected is considered a physical landmark;*
 - (h) *The extent to which any proposed work:*
 - (1) *uses similar materials and is of a generally compatible design to the existing building or is a well-designed contrast to the existing building style, and*
 - (2) *the extent to which the proposed work adversely affects the existing character of the precinct as a whole and what measures have been taken to avoid, remedy or mitigate any potential adverse effects.*
- Specific regard will be given to all of the following in assessing both points (1) and (2) above:*
- (i) *Location and form of new construction relative to the existing building in terms of scale, balance and proportion;*
 - (ii) *Architectural style and quality of new construction;*
 - (iii) *Construction materials and detailing, including the proposed colour scheme. With respect to colour, the extent to which the proposed colour scheme complies with the guidance in respect of how colour can be used to emphasise architectural detail and exterior building facades that is provided in the Hastings CBD Architectural Heritage Design Guide*
 - (iv) *Whether any significant existing building features would be removed, obscured or otherwise compromised;*
 - (v) *Design elements such as parapets, roofs, verandas, roofs, walls, columns, windows, shop fronts and decorative elements; and*
 - (vi) *Whether the proposed development is sympathetic to the historical subdivision patterns of the area.*
 - (vii) *Location and design of signage, services access and storage arrangements and visible building services such as air conditioning and utility access points.*

- (i) *In relation to any proposed relocation, the extent to which the site is of associated value, that relocation is the only means for saving the structure, and if the relocation will provide continuity of cultural heritage value; and*
- (j) *In relation to any proposed demolition the extent to which fire, or other similar damage has occurred, and where the condition of the place has been assessed as beyond repair, both physically and economically.*

The HIA has assessed the proposal to demolish the HB Farmer's Garage building and the building at 223 HSW against the above assessment criteria, and made the following comments:

HB Farmers' Garage¹⁵:

- *"The building form of the 1934 alteration and addition, and the bulk and form of the building itself is lost. However, retention and strengthening of the major portion of the original façade maintains the heritage character of Queen Street. The 'ghost frame' and associated screen, representing the 6m barrel vault, references the original asymmetrical 1925 building form. The location and articulation of the new apartment building – including the setback at the junction with the retained façade – creates a clear differentiation between old and new, while respecting the bulk, scale, form and materiality of the surrounding heritage buildings.*
- *The project establishes a 740m² public open space located directly behind the retained heritage façade, creating "an 'urban sanctuary' in a city block that is currently dominated by paving and building structures, with little, or soft landscaping" (Stuart, Rachel, 2022). This park is accessed from Queen Street West through repurposed openings in the façade and from Heretaunga Street by the new laneway; providing a direct visual and physical mid-block connection between Queen and Heretaunga Streets.*

The location of apartment windows and balconies is consistent with the Crime Prevention Through Environmental Design (CPTED) principles, permitting screened oversight of the new public park. Oversight is further enhanced by the inclusion of commercial tenancies at ground level.

- *Demolition of a heritage building is not a desirable outcome. However, the strengthening and retention of the façade, incorporation of some original steel barrel vault trusses and introduction of decorative elements which reference the heritage story of the building, enable the heritage of the building and its occupancies to be recognised and celebrated. Development of the site into an urban park is a response to several plans and strategies adopted by HDC, including the Urban Design Strategy (2010), City Centre Strategy (2013) and City Centre Urban Spaces Revitalisation Plan (2019), allowing public access and improved connectivity between Queen and Heretaunga Streets.*
- *Because the façade is retained and strengthened, the impact of demolition on the streetscape is minor. The proposed apartment building on the western portion of the site services to 'bookend' the Hawkes Bay Farmers' Garage. However, the building itself has social, historical, architectural and technological heritage significance, as recognised in the Heritage Inventory and by its heritage listing. This heritage should be recognised and*

¹⁵ Pages 26-28 of the HIA.

celebrated in the design elements of the park and by the inclusion of interpretative information.

- *Having survived the 1931 earthquake, the façade is a relatively rare example of 'Edwardian commercial' architecture. The 1934 addition generally repeated the style and construction of the 1925 original, but is set back from the street frontage with a lean-to roof; this part of the façade has been significantly altered and is of lesser significance.*
- *The building is not identified as being part of a significant group of buildings. It has an historic connection with the Farmers/IMS building on the adjacent site (corner of Queen and Market Streets), although it is of a different architectural style and considerably more modest in scale. The buildings to the west along Queen Street are single storey Art Deco style, not listed in the Heritage inventory. No heritage connection is noted with buildings on the opposite side of Queen Street.*
- *The curved form of the Farmers Co-op building can be considered a 'landmark' in Queen Street, especially since the recent removal of advertising hoardings has revealed the original fenestration and the façade has been repainted. Retention and strengthening of the façade will support the character of the street.*

The proposed work will be visible from Queen Street, from the new laneway in Heretaunga Street and from the new apartment building and mid-block parking area. The greater transparency to be created will signal the presence of the new cross-block connection.

- *One large and 5 smaller steel barrel-vault trusses are proposed to be reincorporated in the development, maintaining their current orientation but in new locations. Materiality within the park (brick perimeter walls, planters, paving) is designed to reflect and reuse existing materials. Design of the security screens to the Queen Street openings will reflect the motor trade heritage of the site. The addition of the 'ghost' structure and its associated decorative panels reflects the scale, proportion and asymmetry of the original 1925 building.*
- *Demolition of a heritage building is not a desirable outcome. However, retention and strengthening of the façade will support the heritage character of the streetscape. Potential adverse effects are deemed to be mitigated by:*
 - *the strengthening and retention of the façade*
 - *strengthening designed to correspond to the existing structural rhythm and have minimal visual impact on the façade*
 - *creation of a separate title for the façade to remain in HDC ownership and facilitate future maintenance*
 - *incorporation of a number of original steel barrel vault trusses into the park*
 - *introduction of decorative elements which reference the heritage story of the building*
 - *re-use of demolition materials (bricks) into park elements*
 - *enabling the heritage of the building and its occupancies to be recognised and commemorated*

- o development of an urban park, providing social and physical benefits to citizens
- o development of pedestrian and visual access between Queen and Heretaunga Streets
- o development of inner city medium density living, with associated benefits of 24/7 occupancy

A further mitigation would be inclusion of interpretative material relating to the architectural and social history of the site.

- *A new steel frame to the west of the strengthened façade represents the portion of the 1925 building which was demolished as part of alteration work in 1934, and replicates the original asymmetry of the building. The new building is set back at the location of this 'ghost' frame, ensuring the heritage façade retains its significance in the streetscape and providing a sense of vertical volume which references the scale and dimension of the interior spaces of the original building.*

Inclusion of one 16m barrel vault truss behind the retained façade allows interpretation of the original building form. Layout of the park allows for a direct route through, while the placement of the group of smaller trusses within the park creates a space to pause, provides a sense of enclosure and references the original roof forms. The perimeter brick wall of the park maps the original wall location.

- *New construction is detailed to reference the original details and materials, without overtly replicating heritage details. The 'ghost' frame respects significant heritage principles (Galloway, 2012) including:*
 - *Distinguish new work by creating a visual break between old and new*
 - *Ensure that new work does not dominate adjacent heritage buildings*
 - *Do not create 'fake' heritage fabric or details (for example recreating the façade to copy the 1925 building).*

223 HSW¹⁶:

- *The street façade of the building is retained, maintaining the integrity of the streetscape as a whole. Demolition of the building interior and service buildings to the rear of the site do not adversely affect the heritage integrity of the streetscape.*

Replacing the existing solid veranda with a glazed canopy aligned with the adjacent verandas, reveals the band of clerestory glazing above, allows the Art Deco and Mayan decorative motifs to be more easily viewed and signals the location of the new laneway.

Retention of the structural frame (concrete beams and corbeled columns) accentuates the linear nature of the new pedestrian axis and creates a colonnaded walkway through to the public park space beyond.

- *The proposed laneway provides a direct visual and physical mid-block connection between Heretaunga and Queen Streets and creates opportunities for connectivity to*

¹⁶ Pages 30-32 of the HIA.

adjacent buildings through considered formation of new openings. The following laneway attributes are mentioned in the Revitalisation Plan (Stuart, Rachel, 2022) para 2.6

- o located in the middle of blocks
- o clearly signalled from the street and easy to find
- o provide clear sightlines along their length
- o open to the sky for daylighting, and well-lit at night
- o feel safe, have some activity along their edges
- o be at least 3.5m wide
- o utilise high quality design and materials.

This report considers the proposal meets the urban design principles above.

- The proposal is a response to several plans and strategies adopted by HDC, including the Urban Design Strategy (2010), City Centre Strategy (2013) and especially the City Centre Urban Spaces Revitalisation Plan (2019).
- The building does not have distinctive architectural or historical significance in itself. However, it makes an important contribution to the heritage character of Heretaunga Street. Partial demolition of the building behind the street façade will have a more than minor effect on the building itself, but a less than minor effect on the existing streetscape, by altering the transparency of the façade.
- The post-earthquake rebuilding defines the heritage character of much of Hastings' CBD. The subject building was 'reconditioned' after the 1931 earthquake, in the Art Deco style which characterises that period. The Art Deco attributes are present in the façade and corbelled beam/column structure, which are retained.
- 223 Heretaunga Street is not a listed Heritage item. However, it is identified in the Heritage Inventory as 'Building 1 of Commercial Group #4', a group of post-earthquake buildings which "have architectural value for their matching scale and compatible Art Deco features. ... and they combine to make an interesting ensemble." (Cochran, 2005), Item 64 page 2. The buildings are also recognised for the historic value deriving from the long succession of retail businesses which have occupied them. Retention of the facade and structural frame, together with the new glazed canopy, assist in preservation of the streetscape while also signalling the location of the new laneway.
- the visual impact of the proposed alterations will be apparent from the street, from the new park on Queen Street and from the mid-block parking space. The greater transparency to be created will signal the presence of the new laneway and the cross-block linkage. The building itself is not considered a 'landmark'.
- The design narrative of the laneway expresses waireporepo - wetland environments - the artistic representation of endemic wetland flora and fauna through Māori art forms; kōwhaiwhai, tukutuku, taniko (which also correspond to the Art Deco and Mayan motifs present on the building) and waka themes.
- Potentially adverse effects of the proposed change to the character of the precinct are considered to be less than minor.

- *Existing solid veranda is replaced by a glazed canopy to showcase the retained Art Deco facade above and create an entry point for the new laneway. The projection and height of the new canopy match that of the original, maintaining the heritage values of the streetscape. A semi-transparent veranda fascia reflects materials and design motifs used elsewhere in the project and continues the consistent veranda line of the heritage streetscape.*

The HIA has assessed that demolition of the HB Farmers' Garage building is not a desirable outcome and the effects on the heritage listed building are more than minor. However, the HIA considers that this impact will be significantly mitigated by the overall benefits of the development (as listed above).

With regard to the demolition of the building at 223 HSW, while the building will be demolished, the existing façade of the building will be retained and restored (i.e. the sides and area above the existing verandah will be kept). The existing shop frontage (i.e., the shop windows and doorway) will be removed and will become the open entrance to the proposed laneway (see Figures 12 and 13).

While the retail shop frontage will be removed, retaining the remainder of the façade will ensure that the location of the shop previously occupying the site will remain evident (including the date of '1931' on the upper façade identifying when the building was constructed), and the existing frontage on HSW will be largely retained.

As evident in Photo 4, the façade of the building is currently in poor condition. The proposed laneway will include the removal of the existing solid verandah (which currently obscures much of the building above the verandah when viewed from the street), and it will be replaced with a new glass and steel canopy (Figure 13).

The new canopy will still provide shelter for pedestrians, and it will provide a clear view of the remaining building frontage, which will be repaired and painted to highlight its existing design features. It will also provide better views of the upper facades of the neighbouring buildings from the street and footpath and will allow for more natural light to enter the immediate area during the daytime.

The entrance to the new laneway from Heretaunga Street will be easily identifiable and clearly articulated by the retained and restored façade. It is proposed to place curved light boxes with Kowhaiwhai patterns within the structural bays to replicate waka storage. Bollards replicating mooring posts for waka are proposed to line the transition point between the laneway and greenspace, as well as preventing vehicles from accessing this space.

Elements from the greenspace can be replicated within the laneway, to create visual links, including the use of landscaping elements, and 'living walls' to cool the space, and continuity of paving between the spaces. This will ensure that there will be no blank walls fronting or visible from the street.

The HIA has assessed that the demolition of the 223 HSW building interior and service buildings to the rear of the site will not adversely affect the heritage integrity of the streetscape. The building does not have distinctive architectural or historical significance in itself, but it makes an important contribution to the heritage character of Heretaunga Street. The partial demolition of the building behind the street façade will have a more than minor effect on the building itself,

but a less than minor effect on the existing streetscape, by altering the transparency of the façade. The HIA considers that retention of the façade and structural frame, together with the new glazed canopy, will assist in preservation of the streetscape while also signalling the location of the new laneway. It concludes that potentially adverse effects of the proposed change to the character of the precinct will be less than minor.

On the basis of the HIA assessment, it is considered that, overall, the effects of the redevelopment proposal on the existing character of the Central Character Precinct will be no more than minor.

9.4 Best Practice Urban Design – Mixed Use Development in the Central Commercial Zone

Hastings District Council is a signatory to the New Zealand Urban Design Protocol. Section 7.3.7.2S of the District Plan includes criteria based on principles of best practice urban design to assess resource consent applications for Mixed Use Development. The proposed redevelopment is assessed against the relevant criteria below.

- A. *Extent to which the development creates a comprehensive layout for the entire site through the integrated planning of buildings, activities, vehicle access, public open space areas, private outdoor living areas and landscaping.*

The Council has undertaken a number of investigations and explored several design concepts for the comprehensive redevelopment of the site, including a range of land uses and combinations of land uses. It is proposed that the site be redeveloped for a mix of residential apartments, a public park/greenspace area, public and private parking, and a public pedestrian laneway providing access from HSW through the site to QSW. Each of the 20 apartments (to be located on the first and second floors of the proposed apartment building) will have outdoor living areas comprising two outdoor decks/balconies – one accessed from the living area and one accessed from a bedroom. The public park/greenspace area will be landscaped and fenced, and plantings will be included as part of the laneway. The existing service lane providing access from QSW to the central area of the 200 Block will be widened to provide better two-way vehicle access.

- B. *General Design and External appearance*

1. *Relationship to Surrounds - the extent to which the development enhances the quality of its surroundings and contributes to the quality of the collective streetscape.*
2. *Building Location:*
 - *The extent to which the development defines the street edge and creates positive public spaces and appropriately enhances important street corners.*
 - *The extent to which the location of buildings optimises sun exposure for residential units.*
 - *The extent to which the location of buildings respects the privacy of future occupiers of the site.*

As assessed in Sections 9.2 and 9.3 above, overall, the effects of the redevelopment proposal on the heritage fabric, streetscape characteristics and values, and existing character of the Central Character Precinct will be no more than minor.

Figure 30: View of proposed QSW frontage of the proposed cafe



The proposed park/greenspace area on the eastern side of the building will provide an attractive area that can be enjoyed by the public, as well as occupiers of the apartments. The apartments will have views out over this area. The HB Farmers Co-operative building adjoining the eastern boundary of 206 QSW will also have views over the park/greenspace and it will benefit from additional daylight created by the open space, particularly on its ground and first floors.

The proposed apartment building will benefit from having plenty of open space around it, free of buildings, such that it will optimise sun exposure for the apartments within it (Figure 31). Each apartment on the first and second floors will have balconies and windows facing the park/greenspace area to the east, and the service lane to the west. The two apartments located above the café will also be north facing.

Figure 31: View of the apartment building and spaces surrounding it, from QSW



The separation of the apartment building from the surrounding buildings will provide residents within the apartments a good level of privacy from neighbouring activities. There will also be a reasonable level of separation between apartment balconies, and the east facing balconies (accessed from the living room of each apartment) will be separated by walls to provide privacy between apartments (see Figures 10 and 11).

3. *Height, Bulk, Form & Scale:*
[Not applicable, as this relates to the suburban commercial environment only]
4. *Building Design and Façade Treatment*
 - (a) *The extent to which the development has an architectural style that integrates well into the streetscape and contributes to its quality.*
 - (b) *Design attention should be given to the architectural quality of building facades such that large portions of featureless or plain wall surfaces ("blank walls") are minimised.*
 - (c) *Use readily maintained materials and detail so that over time building maintenance is easy to keep up.*

The HIA (as referred to in Section 9.2 above) refers to retaining the 1925 street façade of the HB Farmers' Garage building and the proposed architectural design of the apartment building and redevelopment project, including design elements, colours and the reincorporation of barrel vault trusses from the demolished building. The HIA considers that the integrity of the

streetscape will be maintained and *“In balance, the positive effects of the proposal are considered to outweigh the negative impacts of the loss of heritage fabric”*.¹⁷

5. *Relationship to the Street & Building Frontages:*

[Not applicable, as this relates to the suburban commercial environment only]

6. *Access, Car Parking and Storage Areas:*

- (a) *The extent to which the development provides adequate and safe access to both vehicles and pedestrians and whether the vehicle access dominates the street frontage.*
- (b) *Whether on-site car parking areas are located to the rear of the site so as not to dominate the street frontage.*
- (c) *The extent to which garages dominate the street frontage.* [Not applicable, as no garages are proposed]
- (d) *Whether suitable access is provided for service vehicles such as rubbish collection.*
- (e) *Whether rubbish collection and storage areas are located and screened from public areas.*

The Urban Connection parking assessment (Appendix X) has concluded that the provision of 35 on-site car parks will be sufficient to meet the parking demands of activities on the site. The existing service lane along the western boundary of 206 QSW will be retained but widened and sealed to provide for safer two-way traffic movements to/from QSW, including service vehicles, such as rubbish collection for the apartments and commercial tenancies. However, the service lane will not be widened to the extent that it will dominate the street frontage. The proposed pedestrian laneway will provide safe access for the public through the site, from HSW to QSW.

The private carparks (17) will be located within the ground floor of the apartment building, so they will not be visible from the street frontage. 13 carparks will be located along the western wall of the apartment building (on the eastern side of the service lane) and will be setback from the street front (behind the proposed café), and the 5 remaining carparks will be located along the rear (southern) exterior end of the building and will not be visible from the street. The parking areas will therefore not dominate the street frontage.

Rubbish and recycling collection and storage areas for the development will be located within the ground floor of the apartment building and the rear of the café tenancy within the building.

7. *Compatibility of Uses for Mixed Use Development:*

- (a) *The extent to which the mixed use development is compatible and limits the effects of any disturbance producing activities.*
- (b) *Whether appropriate acoustic treatment is incorporated into the design of noise sensitive activities. Refer Section 25.1.7C (Noise).*

The proposed development will be compatible with surrounding activities within the CBD, which comprise commercial and retail activities. The apartments will include acoustic treatment, and it is proposed that a condition of consent be imposed that would require an Acoustic Design Report to be submitted to Council, prior to any Building Consent being granted for the new

¹⁷ Conclusion, page 35 of the HIA.

apartment building, with certification from a person qualified and experienced in acoustics to certify that the proposed acoustic insulation for the residential units (being noise sensitive activities) will be adequate to achieve compliance with General Performance Standard and Term 25.1.7.C of the District Plan (refer to **Appendix E** of this report).

8. *Sustainable Low Impact Design and Development: The extent to which appropriate sustainable stormwater design methods have been adopted for all stormwater runoff from all impermeable surfaces, prior to entering the public stormwater system.*

As described in Section 6.7.1 of this report, it is proposed that stormwater be attenuated on the site and treated to ensure that stormwater runoff from all impermeable surfaces on the site achieves the allowable stormwater runoff coefficient and it is of an appropriate quality for discharge to the public stormwater system.

On the basis of the above, it is considered that the proposed development will meet the principles of best practice urban design.

9.5 Effects on Historic Heritage

A Heritage Impact Assessment (HIA) for the proposed redevelopment has been prepared by Ann Galloway Architect Ltd and is attached in **Appendix J** of this report.

The HIA concludes the following¹⁸:

"The proposed redevelopment of 206 Queen Street West and 223 Heretaunga Street West will involve considerable demolition, with the exception of part of the façade 206 Queen Street and the façade and structural frame of 223 Heretaunga Street, which are retained and incorporated into new public spaces. A number of structural steel trusses are proposed to be reincorporated into the park design, and recycled bricks used in planter construction.

The primary effects to be considered are the contribution of the existing buildings in the context of the streetscape, the effects on the heritage fabric of the buildings themselves and the contribution of the proposed new work to the streetscape and amenity of the area.

Preservation of a heritage façade while demolishing the original building is not generally considered a preferred heritage outcome. However, preserving the façade of the Hawkes Bay Farmers' Co-op Garage maintains the visual continuity of the streetscape, which in turn is enhanced by the proposed new mixed-use building on the site. (It is noted that the Hawke's Bay Farmers' Co-op building contributes significantly to the heritage value of the streetscape through its form, materiality and scale, but is subsidiary to the adjacent Hawke's Bay Farmers Building in terms of scale, bulk and form, quality of design and construction, and also in its historic function.) Preserving and refurbishing the façade also retains a rare Edwardian Commercial street frontage.

The proposed building – mixed use development incorporating medium density housing – is a new activity in the CBD. However, the building height, bulk, scale, size and disposition of openings and articulation of building form respect the historic grain of the CBD and reflect the nearby Farmers/IMS building, creating a consistent urban setting for the

¹⁸ Pages 34-35 of the HIA.

heritage façade, which is essentially 'bracketed' by the two taller buildings (existing Farmers/IMS and new apartment building).

Preserving the façade of 223 Heretaunga Street maintains the visual continuity of the streetscape, while retention of the structural frame (concrete beams and corbeled columns) accentuates the linear nature of the new pedestrian axis and creates a colonnaded walkway through to the public park space beyond.

While the effects of the proposal on the Hawkes Bay Farmers' Co-operative Garage building itself are clearly more than minor, these effects are deemed to be mitigated to varying degrees by:

- *the strengthening and retention of the façade,*
- *strengthening designed to correspond to the existing structural rhythm and have minimal visual impact on the façade*
- *the 'ghost' frame, which reflects the original 1925 facade*
- *creation of a separate title for the façade to remain in HDC ownership and facilitate future maintenance*¹⁹
- *development of an urban park, providing social and physical benefits to citizens*
- *development of pedestrian and visual access between Queen and Heretaunga Streets*
- *incorporation of a number of original steel barrel vault trusses into the park*
- *introduction of decorative elements which reference the heritage story of the building*
- *re-use of demolition materials (bricks) into park elements*
- *enabling the heritage of the building and its occupancies to be recognised and celebrated*
- *development of inner city medium density living, with associated benefits of 24/7 occupancy*
- *architectural style of the new building is contemporary but respects the character of adjacent heritage buildings regarding: size and disposition of openings, bulk, scale and articulation, building materials.*
- *new building is differentiated from the retained façade by the 6m wide setback, and a slightly higher parapet level*
- *fenestration, cornice, bulk, scale, proportion of window/wall of the new building reflect the neighbouring IMS Building (Former Hawkes Bay Farmers' Building 1929), providing a consistent urban setting for the heritage façade.*

Likewise, the effects of the proposal on 223 Heretaunga Street are also more than minor. These effects are deemed to be mitigated by:

- *the reduction of earthquake risk*
- *the heritage value of the streetscape is maintained*

¹⁹ The subdivision of the site to create separate titles is not proposed as part of this application. A separate subdivision consent application will be made at a later date.

- public amenity created by the cross-block connection
- opportunity to express cultural and historic themes.

Clearly, partial demolition - of the Hawke's Bay Farmers' Co-operative Garage building in particular - represents a loss of heritage amenity in the Central Character Precinct and does not comply with the intent of Heritage New Zealand information sheets 14 and 17. However, given the significant base cost of the essential seismic upgrading of the buildings, the impact on heritage values and limitations on spatial amenity which would result from the combination of structural interventions with the existing structural grid and the need for prioritisation of resources, full retention and re-purposing of the buildings was not a feasible option. Façade retention maintains the heritage character of the streetscapes and the new building is 'designed in a manner that is sympathetic to the significance and character of the area', while the introduction of inner-city living and urban greenspace enhances the vitality, public safety and amenity of the area.

In balance, the positive effects of the proposal are considered to outweigh the negative impacts of the loss of heritage fabric."

The HIA makes the following recommendations²⁰:

- A photographic record should be made of the Hawkes Bay Farmers' Co-operative Garage building before work begins, with copies retained on the HDC file. In particular, the steel barrel vault trusses, curved roof form, exposed concrete structural frame, brick infill panels, fuel inlet valves and evidence of former service pits etc. (visible in the floor slab), evidence of former mezzanine floor (as indicated by plans and column remnants), roof ventilators and the expressed beam-and-column structure. Likewise for 223 Heretaunga Street (including the brick extension of 1928). Photos should include close-up details, showing scale [...].
- Strengthening of the retained façade be designed to correspond to the existing structural rhythm and have minimal visual impact on the façade. Members at parapet level should follow the curved form of the parapet. Final details subject to approval.
- Design of the 'ghost' frame reflects the original 1925 façade. Horizontal elements to align with original parapet and mid-floor structural frame. Final details subject to approval, including: member dimensions; detail of junctions and connections; detail design of screen elements.
- Architectural style of the new building is contemporary but respects the character of adjacent heritage buildings regarding: size and disposition of openings, bulk, scale and articulation, building materials, depth of window reveals, width of columns.
- Plastered walls of the new apartment building to have a simple cornice in keeping with detailing of adjacent heritage buildings (i.e. not simply a metal cap flashing).
- Brick cladding elements to be unpainted.
- The new building is differentiated from the retained façade by a 6m wide setback.

²⁰ Pages 35-36 of the HIA.

- *Final installation details of re-used trusses subject to approval, including: dimensions of new members (e.g. posts and beams), detail of junctions and connections.*
- *Interpretative material relating to the architectural and social history of the site be incorporated into the design of the new park, including the design rationale for the 'ghost' frame. (The purpose of this frame, and its asymmetry, may seem unusual to contemporary viewers).*
- *Paving pattern representative of the traditional pre-1867 footpaths through the wetlands, as opposed to an orthogonal design.*
- *New glazed canopy to 223 Heretaunga Street to align with the veranda height of adjacent buildings and match the projection of the existing veranda. Support frame to fit within the depth of the existing veranda fascia; new fascia to reflect materials and design motifs of the project (see Fig 15)."*

The HIA considers that while the effects of demolishing the HB Farmers Garage building and the building at 223 Heretaunga Street (except the building's facades) will be 'more than minor', the effects are deemed to be mitigated by the proposed redevelopment. The HIA concludes that *"In balance, the positive effects of the proposal are considered to outweigh the negative impacts of the loss of heritage fabric."*

Regarding the HIA's reference to *"creation of a separate title for the façade to remain in HDC ownership and facilitate future maintenance"*, the subject resource consent application does not include an application for subdivision consent. It is intended that Council will apply separately for a subdivision consent (subject to consent to the current land use consent application being granted) which would include creating separate titles for the proposed apartment building and the public park/greenspace.

Regarding the HIA's recommendation to provide for the ongoing preservation and maintenance of the HB Farmers Garage façade, the façade is already protected by the Heritage New Zealand Pouhere Taonga Act 2014 (given its listing as a Category II building). Also, as the building is a Heritage Item in the District Plan, removal of the façade would require a Non-Complying Activity resource consent. There is also potential for the land on which the façade and its supporting/strengthening structure is located to be included on the same title as the proposed park/greenspace, which may potentially be vested as reserve under the Reserves Act 1977. Reserve status would provide a very high level of certainty that the land on which the façade and associated supporting/strengthening structure are located would not be disposed of.

However, to provide additional certainty, it is proposed that a covenant under section 108(2)(d) of the RMA, in favour of Hastings District Council, be registered on the Record of Title for 206 QSW prior to construction commencing, that would require the preservation and maintenance of the facade and associated supporting/strengthening structure. While, in theory, the Council could agree to remove the covenant (as the covenant would be in favour of the Council), it would be a public statement of the Council's intention and the importance of retention of the façade to the granting of the consent and should provide some confidence that the Council will abide by it. More importantly, if the Council was ever to sell the land, the new owner would be on express notice of the importance of retention of the façade, and it would be an additional planning hurdle in any application to seek consent to remove the façade.

It is proposed that conditions be imposed on the consent (if granted) (refer to the suite of proposed conditions in **Appendix E** of this report) that would require the consent holder to:

- submit to Council a photographic record of the buildings to be demolished, prior to commencement of demolition.
- Submit to Council, prior to commencement of works, details of the final design for the strengthening of the façade of the HB Farmers Garage, to be certified by a suitably qualified and experienced heritage architect as achieving the following outcomes:
 - Seismic strengthening elements are located to correspond with the existing structural frame and members at parapet level follow the curved form of the parapet;
 - The secondary frame reflects the original 1925 façade, such that horizontal elements align with parapet and mid-floor structural frames; and
 - Details of member dimensions, junctions and connections, and the design of the screen elements are provided.
- Prior to commencement of works, submit a final design for the exterior of the new apartment building which must be certified by a suitably qualified and experienced heritage architect as achieving/including the following:
 - The style of the new building is contemporary but respects the character of adjacent heritage buildings regarding size, disposition of openings, bulk, scale and articulation, building materials, depth of window reveals, and width of columns;
 - Plastered walls of the new building have a simple cornice in keeping with detailing of adjacent heritage buildings (i.e. not simply a metal cap flashing);
 - Brick elements are unpainted; and
 - The building is differentiated from the retained façade of the Hawke's Bay Farmers' Co-operative Garage building by a 6m wide setback.
- Prior to construction commencing, register a covenant on the Record of Title for 206 QSW in favour of Hastings District Council, which requires the façade of the HB Farmers Garage and the associated supporting/strengthening structure to be preserved and maintained.
- Design the new glazed canopy and frame associated with the retained façade of the building at 223 Heretaunga Street West, Hastings, to align with the veranda height of adjacent buildings and match the projection of the existing veranda fascia. The support frame must also fit within the depth of the existing veranda fascia and the new fascia must be designed to reflect materials and design motifs of the consented redevelopment.

On the basis of the HIA, it is considered that, overall, with the imposition of the proposed consent conditions, the effects of the proposal on historic heritage will be no more than minor.

9.6 Potential Archaeological Effects

The proposed redevelopment site does not include any recorded archaeological sites. However, as the CBD was first occupied prior to the 1900s, there is potential for archaeological discovery, particularly where the buildings are demolished and earthworks undertaken to remove the fuel tank on the HB Farmers Garage site and construct foundations for the new apartment building.

As such, it is proposed that the Applicant will apply for an Archaeological Authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 prior to commencing the redevelopment.

9.7 Transport and Parking Effects

A parking assessment has been prepared by Urban Connection for the Applicant and is provided in **Appendix G**²¹.

The District Plan provides a 100% exemption for on-site parking requirements for Comprehensive Residential Developments and Mixed Use Developments (refer to Section 26.1.6D.a.ii of the District Plan). Nevertheless, Urban Connection parking assessment has assessed the likely parking demand for the proposed redevelopment.

The parking assessment has applied the parking rate for the CBD (rather than pure commercial) to better reflect the variety of activities that could occur in the CBD environment and to test a 'worst case scenario'. This results in 4.9 spaces per 100m² gfa for retail sites. Based on this approach, the parking demand indicates that 30 to 38 parking spaces are required.

Urban Connection has assessed that for 20 residential units proposed on the site, 29 vehicles are expected to be owned by site residents, and an additional 6 carparks will be required for the commercial tenancies.

It is therefore proposed that 35 parking spaces will be provided on the site (including the 5 existing spaces at the rear of the apartment building). Urban Connection has assessed that, based on a worst-case scenario, there would be a shortfall in the range of 0 to 3 parking spaces to meet the assessed full demand for parking spaces on the site. However, Urban Connection expects that the maximum demand (estimated at 32 carparks) will occur at different times of the day (i.e., likely during early morning and early evening when full residential demand and partial commercial demand is present). Therefore, the parking demand is estimated to reach 91% of available supply and is therefore assessed by Urban Connection as being sufficient.

On the limited occasion when this supply may be exceeded, Urban Connection notes that there is available over spill parking available within QSW, directly fronting the site.

The parking assessment therefore concludes that through appropriate onsite parking management, the proposed development can accommodate the parking demands that will be generated from the site.

It is suggested that a condition of consent be imposed (if consent is granted) that would require detailed engineering plans to be prepared by a suitably qualified and experienced person and submitted to the Council for the additional 30 parking spaces to be located on the site, prior to commencement of any works for the parking area (refer to the suite of proposed resource consent conditions in **Appendix E**).

9.8 Noise Effects

As assessed in Section 7.1.1 above, the proposed activity will comply with all relevant District Plan noise performance standards. It is proposed that a condition be imposed on the consent (if granted) that would require the consent holder to submit an Acoustic Design Report to the Council, prepared by a suitably qualified and experienced person, prior to any Building Consent

²¹ "206 Queen Street West, Hastings Residential & Commercial Development Parking Assessment", prepared for Hastings District Council by Urban Connection, dated November 2022.

being granted for the apartment building. The report would be required to identify the means by which the noise limits specified in General Performance Standard and Term 25.1.7C of the District Plan will be complied with and contain a certificate by its author that the means given in the report will be adequate to ensure compliance with the acoustic design requirements specified in the Performance Standard and Term (refer to the suite of Proposed Consent Conditions in **Appendix E** of this report).

It is therefore considered that any potential noise effects during and after construction of the development will be less than minor.

9.9 Stormwater Effects

Outcome

The potential negative environmental effects associated with the increase in stormwater runoff created by the development activity will be avoided, remedied or mitigated.

The concept design provided in the Infir Report (**Appendix F**) intends to satisfy Rule 7.3.5L of the District Plan which gives the allowable runoff coefficient for the development during the 1 in 5-year (20% AEP) event as 0.8 and 0.8 during the 1 in 50-year (2% AEP) event. It is also proposed to limit discharge from the site during 1% AEP event to the runoff rate associated with a 2% AEP rainfall intensity and 0.8 runoff coefficient.

Storage of 15m³ for the attenuation of roof runoff (using above-ground tanks) and 1.2m³ of ground storage for the attenuation of hardstand runoff (using a depression in the carparking / vehicle manoeuvring area, draining to King Street North) will be required to limit the overall site runoff to the District Plan stormwater limits.

An initial assessment of the risks posed to the environment from the various activities to be undertaken on the site that was undertaken by Infir and is presented in Table 2 below.

Table 2: Site Risk Assessment of Potential Stormwater Contamination

ACTIVITY	POTENTIAL CONTAMINANTS	LIKELIHOOD	CONSEQUENCE	RISK OF CONTAMINATION
Roof drainage	Silt	Low	Low	Low
Roof drainage	Heavy metals	Low		
Parking	Hydrocarbons, heavy metals and sediments	Medium	Low	Low

Roof surfaces are to be constructed of inert material or painted with no-metal based paint and are to be maintained in good order.

Infir found that the greatest risk the site presents to the contamination of stormwater is from the loading and unloading of activities and from stormwater runoff from parking areas. However, they consider that the site will present a low risk of contamination to the environment.

It is proposed to fit sumps with inserts to capture litter, debris and other pollutants larger than the screening bag aperture size. Sumps will be provided with silt pits for settling sediments. Infir consider that it would also be possible to fit a stormwater treatment device, such as a Filterra unit, at the sump that will drain the 1.2m³ surface attenuation area if a higher treatment standard

is desired. However, they consider that the limited site ground elevation would pose technical challenges for similar devices where piped connections are not available. The capacity of the DN225 stormwater main in QSW is very limited and Infr therefore considers that it is not a suitable point of connection for discharge from a stormwater treatment device.

It is considered that with the proposed attenuation of roof and hardstand runoff from the site, and the treatment of stormwater, any stormwater runoff from the redevelopment site will have less than minor adverse effects on the environment and will achieve the above outcome.

9.10 Soil Contamination Effects

As advised in Section 7.2.1 of this report, the DSI report (**Appendix H**) lead contamination at the site is concerning and it is highly likely that further significantly elevated contamination is present. Based on the risk associated with lead exposure, the DSI recommends that, prior to removal of the concrete floor of the HB Farmers Garage building, a Contaminated Site Management Plan / Remediation Action Plan be required to be prepared for site works, to ensure the safety of all site workers. This Plan will need to include the following:

- Health and safety protocols
- Excavation protocols
- Dust suppression
- Unexpected discovery of contamination protocols
- Contaminated soil management procedures and options for remediation.

It is proposed that a condition be imposed on the consent (if granted) that would require the consent holder to submit a Contaminated Site Management Plan / Remediation Action Plan to the Council, prior to the commencement of any earthworks on site and prior to the removal of the concrete floor in the HB Farmers Garage building, for certification that it includes the protocols, management procedures and options for remediation recommended in the DSI. A suite of proposed consent conditions is provided in **Appendix E** of this report.

9.11 Positive Effects (s104(1)(a) RMA)

The proposed redevelopment of the site will have the following positive effects:

- Express the whakapapa of the area: pre-1867 natural environment; HB Farmers Garage; and Art Deco Zig-Sag Moderne;
- Add to the vibrancy and amenity of the CBD;
- Provide for more housing and commercial businesses, which will contribute to the development and prosperity of the region, while avoiding encroachment of urban activities on the versatile land of the Heretaunga Plains;
- The proposal will also contribute to a compact and strongly connected urban form in Hastings, and to a range of housing choices;
- Provide inner-city living, and allowing for a mix of uses;
- Provide pedestrian linkages through the 200 Block from HSW to QSW;
- Provide additional public parking spaces;
- Provide a new public park/greenspace;
- Maximise benefits of the Central City land assets; and

- Implement the Council's 'Hastings City Centre Strategy 2013', Hastings City Centre Public Spaces Revitalisation Plan 2019, and the Long-Term Plan.

9.12 Conclusions

On the basis of the above, it is considered that, with the imposition of the recommended consent conditions, adverse effects of the proposal on the environment will be avoided, remedied or mitigated, and will be no more than minor.

The proposal will also have positive effects as outlined above.

Therefore, it is considered that the proposal passes the first 'gateway test' under section 104D(1)(a) of the RMA. Having concluded that the section 104D requirements are met, the proposal can be assessed under section 104 of the RMA.

10 Part 2 RMA

The matters to be considered under section 104 are subject to Part 2 of the RMA.

10.1 Section 5 - Purpose

The cornerstone of Part 2 is the purpose of the RMA, as set out in section 5.

Section 5(1) of the RMA states the purpose of the RMA is to promote the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic wellbeing, while sustaining those resources for future generations, protecting the life-supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Sustainable management enables the use and development of resources while ensuring that the circumstances in section 5(2)(a)-(c) can be satisfied.

The proposed redevelopment project for the 200 block will provide for inner city housing, public open space, a pedestrian lane and public parking. The project is part of implementing the Council's Hastings Urban Design Strategy 2010, the City Centre Strategy 2013, and the Hastings City Centre Public Spaces Revitalisation Plan 2019.

The Hastings Urban Design Strategy 2010 sets out key assumptions, priorities and goals relating to the growth and development of Hastings. The Strategy identifies the following recommendations relating to the city centre and greenspace:

- Provide a variety of public space options
- Develop at least four new public spaces within the city centre
- Ensure public spaces are inclusive, accessible and activated
- Use existing Council land for public spaces wherever possible
- Explore the benefits of future vehicle and pedestrian connections to improve viability of adjacent activities and businesses

The 20-year City Centre Strategy 2013 focusses on creating a strong, vibrant, compact and resilient city centre with a strong sense of place. The Strategy includes the following goals in relation to city centre greenspace:

- Create quality open spaces and connections
- Establish a network of vibrant greenspaces for people
- Develop new through block people connections

The Hastings City Centre Public Spaces Revitalisation Plan 2019 relates to the provision and enhancement of attractive and inviting public open spaces in the city centre. The city centre includes a network of public open spaces: parks, the central plaza, streets, pedestrian links, laneways and footpaths, all providing space for people to relax, engage and be entertained.

The aim of the Plan is to use public spaces to:

- Reinforce the city centre as a key destination
- Recognise and celebrate the character, history and culture of the area
- Improve accessibility and connectivity

- Create vibrant and distinctive places that attract people
- Create functional and usable spaces

The Revitalisation Plan states that a successful green space or pocket park should:

- Have a favourable orientation that makes the most of sunlight and include shelter from the elements
- Be conveniently and prominently located on pedestrian routes
- Incorporate soft landscaping such as lawn, trees and gardens, and street furniture and amenities
- Feel inviting, be safe and encourage use as a meeting space with multiple functions
- Be close to the action and add to the vitality of the city centre
- Cater for multiple users of all ages and abilities with provision for rest and play
- Be recognisable as a public space and connect to car parks and streets
- Incorporate design and artworks which contribute to Hastings' identity
- Be a place to entertain and showcase the creative talent of Hastings
- Not be windy, overly shaded, cold or bland
- Not invite anti-social groups to gather and intimidate

The Revitalisation Plan states that successful laneways be located in the middle of city blocks. They should be clearly signaled from the street and easy to find, provide clear sightlines along their length, and be open to the sky to draw in sufficient daylight. They should feel safe, have some activity along their edges, be well-lit at night, and be sufficiently wide (at least 3.5m). High quality design and materials should be applied.

The Revitalisation Plan specifically discusses laneways, including the proposed 200 West project. The recent development of the 300 West Laneway has successfully provided an attractive mid-block direct pedestrian access from Heretaunga St West to an existing off-street public car park. The retention of the historic building façade has meant the character of the streetscape has been preserved.

The Plan states that the recent strategic purchase of buildings in the 200 West block presents the opportunity to further develop this initiative by providing a laneway link to a new off-street public carpark planned for the block bounded by Heretaunga St, King St, Queen St, and Market St. The proposed King St pocket park (Project 7b) would be connected to this network. It is envisaged that the laneway would be of a style and design that complements the 300 block laneway.

The proposed redevelopment will therefore enable people and the community to provide for their social, economic, and cultural well-being, while the potential environmental effects will be avoided, remedied or mitigated (as concluded in Section 9.12 of this report).

It is therefore considered that the proposal achieves sustainable management, being the purpose of the RMA.

10.2 Section 6 – Matters of National Importance

Section 6 of the RMA sets out matters of national importance that must be recognised and provided for in promoting the sustainable management of natural and physical resources. It is considered that the following matters in section 6 are relevant to this application:

(f) the protection of historic heritage from inappropriate subdivision, use and development.

The assessment of effects on historic heritage in Section 9.5 of this report has concluded that, overall, with the imposition of the proposed consent conditions, the effects of the proposal on historic heritage will be no more than minor.

It is therefore considered that the proposed works will recognise and provide for the relevant matters under section 6 of the RMA.

10.3 Section 7 – Other Matters

Section 7 of the RMA sets out matters in relation to managing the use, development, and protection of natural and physical resources to which particular regard must be had. It is considered that the following matters are of relevance to this application:

- (b) The efficient use and development of natural and physical resources
- (c) The maintenance and enhancement of amenity values
- (f) Maintenance and enhancement of the quality of the environment

With respect to section 7(b), the proposed redevelopment will maximise benefits of the Central City land assets, and providing for new residential and commercial activities within the CBD will utilise existing services and infrastructure.

In relation to section 7(c), the assessment of effects of the proposal on amenity in Section 9.1 of this report has concluded that the proposed development will have less than minor adverse effects on the amenity of the CBD environment.

With respect to section 7(f), Section 9.9 of this report has concluded that, with the proposed attenuation of roof and hardstand runoff from the site and the treatment of stormwater, any stormwater runoff from the redevelopment site will have less than minor adverse effects on the environment. This proposed development will be connected to the Council's reticulated wastewater system.

With respect to soil contamination on the HB Farmers Garage site, it is proposed that a condition be imposed on the consent (if granted) that would require the consent holder to submit a Contaminated Site Management Plan / Remediation Action Plan to the Council, prior to the commencement of any earthworks on site and prior to the removal of the concrete floor in the HB Farmers Garage building, for certification that it includes the protocols, management procedures and options for remediation recommended in the DSI.

It is therefore considered that the proposed redevelopment has given particular regard to the above relevant matters.

10.4 Section 8 Treaty of Waitangi

Section 8 of the RMA states:

"In achieving the purpose of this Act, all persons exercising powers and functions under it, in relation to managing the use, development and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi)."

The Council must take into account the principles of the Treaty of Waitangi in exercising its powers and functions under the RMA.

There are no known reasons why the application would have any relevance to this section of Part 2.

10.5 Part 2 Conclusions

Considering the points raised above, and those in the section 104 assessment sections of this report, it is considered that this application is consistent with Part 2 of the Resource Management Act 1991.

11 Assessment of Relevant Objectives and Policies

Objectives and policies relevant to the proposal are contained in the following statutory planning documents:

- National Policy Statement on Urban Development 2020 (“NPS-UD”);
- Operative Regional Policy Statement (“RPS”); and the
- Hastings District Plan.

The RPS is contained within the Hawke’s Bay Regional Resource Management Plan (operative 28 August 2006).

11.1 NPS-UD

The NPS-UD can into force on 20 August 2020. Section 1.3 (in Part 1) of the NPS-UD states that it applies to:

- (a) all local authorities that have all or part of an urban environment within their district or region (i.e. tier 1, 2 and 3 local authorities); and
- (b) planning decisions by any local authority that affect an urban environment.

An ‘urban environment’ is defined in the NPS-UD as:

“Urban environment means any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:

- (a) is, or is intended to be, predominantly urban in character; and
- (b) is, or is intended to be, part of a housing and labour market of at least 10,000 people.”

Tier 1 and Tier 2 local authorities are listed in the Appendix to the NPS-UD. Hastings District Council is not listed in the Appendix.

A ‘Tier 3’ local authority is defined in the NPS-UD as:

“...means a local authority that has all or part of an urban environment within its region or district, but is not a 1 or 2 local authority, and tier 3 regional council and tier 3 territorial authority have corresponding meanings.”

As the Hastings District has an urban environment within its district, it is a ‘Tier 3’ local authority, and the NPS-UD is applicable to it.

The following objectives are considered relevant to the proposed redevelopment project:

Objective 1: *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

Objective 3: *Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- (a) the area is in or near a centre zone or other area with many employment opportunities
- (b) the area is well-served by existing or planned public transport
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

Objective 4: *New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*

The proposed redevelopment will be consistent with the above objectives as it will:

- provide for 18 new residential units (apartments) within the central urban area of Hastings, as well as two new commercial premises. This will enable more people to live, and more businesses to be located, within the Central Commercial Zone and the CBD.
- The redevelopment site is located in close proximity to retail, commercial and other services in Hastings CBD.
- The redevelopment of the site will provide new and improved pedestrian linkages to and within the 200 Block of Hastings.
- it will provide for the social, economic and cultural wellbeing, and for the health and safety of people now and into the future.
- The amenity values of the area will be enhanced by the proposed public park/greenspace area which will be accessible to the residential apartments and the public.
- The site of the redevelopment is well-served by existing public transport, and it is located within close proximity of other services.

11.1.1 Summary

On the basis of the above, the proposed redevelopment is consistent with, and not contrary to, the relevant objectives of the NPS-UD.

11.2 RPS

The following RPS objectives are considered relevant to the proposed redevelopment project and are assessed below.

OBJ 1 *To achieve the integrated sustainable management of the natural and physical resources of the Hawke's Bay region, while recognising the importance of resource use activity in Hawke's Bay, and its contribution to the development and prosperity of the region.*

OBJ 3.1AA.1: Housing bottom lines for Napier-Hastings Urban Environment^[1]

1. Over the short-medium term and long term, the amount of development capacity that is sufficient to meet expected housing demand plus the appropriate competitiveness margin as set out in Table 2A, is provided for the Napier-Hastings urban environment.
2. Planning decisions relating to the Napier-Hastings urban environment must have particular regard to the housing bottom lines in Table 2A.

Table 2A: Housing bottom lines for Napier-Hastings Urban Environment, 2020-2050^[2,3]

Area	Housing bottom lines (number of dwellings)		
	Short to medium term (2020 to 2030) includes an additional competitiveness margin of 20%	Long term (2031 – 2050) includes an additional competitiveness margin of 15%	2020 – 2050 TOTAL (includes competitiveness margins)
Napier-Hastings urban environment TOTAL	8,370	11,650	20,020
Hastings urban environment	5,190	7,640	12,830
Napier urban environment	3,180	4,010	7,190

^[1] Objective 3.1AA.1 was inserted on 18 December 2021 as directed by clause 3.6 of the National Policy Statement on Urban Development 2020.

^[2] The purpose of housing bottom lines is to clearly state the amount of development capacity that is sufficient to meet expected housing demand plus the appropriate competitiveness margin in the Napier-Hastings urban environment. These housing bottom lines for the 2020-2050 period are based on the assessment published in 2021 titled 'Housing Development Capacity Assessment 2021', prepared by m.e Consulting for Napier City Council, Hastings District Council and Hawke's Bay Regional Council.

^[3] Housing bottom lines as described in Clause 3.6(3) of the National Policy Statement on Urban Development 2020 are:
a) for the short-medium term (3-10 years), the sum of:
i) the amount of feasible, reasonably expected to be realised development capacity that must be enabled to meet demand, along with the competitiveness margin for the short-term; and
ii) the amount of feasible, reasonably expected to be realised development capacity that must be enabled to meet demand, along with the competitiveness margin for the medium-term; and
b) for the long term (11-30 years) the amount of feasible, reasonably expected to be realised development capacity that must be enabled to meet demand, along with the competitiveness margin, for the long term.

	URBAN FORM (REGION)
OBJ UDI	Establish compact, and strongly connected urban form throughout the Region, that: <ol style="list-style-type: none"> achieves quality built environments that: <ol style="list-style-type: none"> provide for a range of housing choices and affordability, have a sense of character and identity, retain heritage values and values important to tangata whenua, are healthy, environmentally sustainable, functionally efficient, and economically and socially resilient, and demonstrates consideration of the principles of urban design; avoids, remedies or mitigates reverse sensitivity effects in accordance with objectives and policies in Chapter 3.5 of this plan; avoids, remedies or mitigates reverse sensitivity effects on existing strategic and other physical infrastructure in accordance with objectives and policies in Chapter 3.5 and 3.13 of this plan; avoids unnecessary encroachment of urban activities on the versatile land of the Heretaunga Plains; and avoids or mitigates increasing the frequency or severity of risk to people and property from natural hazards.
	Principal reasons and explanation A sprawling uncontrolled pattern of development does not promote sustainable forms of development and promotes less efficient use of existing infrastructure. High levels of amenity, quality living environments, and retention of significant features and values are harder to achieve when development is not well designed and connected. Sprawling development also leads to unsustainable encroachment onto versatile land which underpins much of the Region's economy. Transitioning to a more compact, well-designed and strongly connected urban form better supports the economic, social and cultural wellbeing of the Region's people and communities.

The proposed redevelopment will provide for more housing and commercial businesses, which will contribute to the development and prosperity of the region, while avoiding encroachment of urban activities on the versatile land of the Heretaunga Plains.

The proposal will also contribute to a compact and strongly connected urban form in Hastings, and to a range of housing choices.

The redevelopment reflects the principles of urban design that underpin high quality development (as included in the New Zealand Urban Design Protocol).

The whakapapa of the area will be expressed by the proposed design, artwork and landscaping of the park/greenspace area and laneway in three ways:

- Pre-1867 Natural Environment
- HB Farmers Association Cooperative Ltd
- Art Deco Zig-Zag Moderne

The proposed development can be appropriately serviced, including being designed to ensure that stormwater runoff from roofs and impermeable surfaces will be within the allowable stormwater runoff coefficient in the District Plan and will be treated prior to discharge to the reticulated stormwater system, such that any adverse effects of the stormwater discharge on the environment will be less than minor.

The apartments will be acoustically insulated to avoid potential reverse sensitivity effects associated with noise sensitive residential activities establishing within the Central Commercial Zone.

11.2.1 Summary

On the basis of the above, the proposed redevelopment is consistent with, and not contrary to, the relevant objectives

11.3 Hastings District Plan

The following objectives and policies of the Hastings District Plan are considered relevant to the proposed redevelopment project and are assessed below.

11.3.1 Central Commercial Zone

OBJECTIVE CCO1

To encourage and promote the use, development and operation of the Hastings Central Commercial Zone as the principal commercial heart of the District through District Plan provisions which promote its vibrancy and contain it within a defined boundary.

POLICY CCP1

To maintain and enhance the character and amenity of Hastings City by defining it as a community focal point for retail, commercial, administrative, community, educational and entertainment activities by encouraging groups of compatible activities including medium/high density residential mixed use development to locate there, whilst managing the commercial sustainability of the area.

Explanation

The Hastings central commercial environment plays an important role in providing a community focal point for retail, commercial, administrative, community, educational and entertainment facilities to meet the needs of residents. It is important that this focal point character be maintained and enhanced. Significant and uncoordinated expansion of business activity outside the identified Commercial Zones could threaten this role as a community focal point, thereby eroding sense of community and place. This Plan therefore encourages and promotes the intensification of land use activity, and actively discourages expansion beyond the current Commercial Zone boundaries.

Within this Zone, the Council encourages the establishment of a wide range of compatible activities in defined precincts, and controls the effects of activities which might detract from urban amenity and character. Council investment in parking, roading and infrastructure is matched to the needs of the activities in a particular precinct. [...]

POLICY CCP2

Encourage a level of land use intensity, concentration and built form within an identified area of the Central Commercial Zone, greater than that experienced in other commercial zones so that the urban form appears compact and continuous, the land resource is used in the most sustainable manner and street edges are activated so interaction between activities and pedestrians is encouraged.

Explanation

It is considered that a characteristic of a functional, vibrant and inviting retail environment is one which appears compact and contained. The amenity and character of the street is strongly influenced by the way that buildings relate to the street. Visually strong street edges help define the adjacent public space which contributes to the attractiveness of the place. Typically buildings that make a positive contribution to the street are built to the street edge and have 'active frontages' i.e. they face the street and show signs of activity inside or generate activity on the footpath (such as cafes). A compact and active shopping core will be promoted by requiring continuity of retail frontage, the provision of continuous pedestrian shelter or verandahs and providing full or part exemption from access and loading requirements in the Designated Retail Frontage Area of Hastings (refer to [Appendix 30](#)). In the Designated Retail Frontage Area residential accommodation is only provided for above ground floor level, to ensure that the retail frontage appearance is maintained. Design criteria are also built into the assessment criteria to ensure all buildings relate well to the street and neighbouring buildings.

POLICY CCP4

Enable Commercial Activities, Residential Activities and Comprehensive Residential Development above-ground floor level, in the Central Commercial Zone and promote mixed use development.

Explanation

Promoting inner city living and mixed use development in the Central Commercial zone, above shops and other commercial activities, contributes to the vibrancy of Hastings city centre by supporting commercial activities and services and improving community safety with a 24 hour presence of people in the city. Using above-ground floor levels of buildings for residential living also has the advantage of using urban land efficiently and reduces the need to expand onto 'greenfield' sites or previously undeveloped land.

POLICY CCP5

Ensure that activities undertaken in the Central Commercial Zone avoid, remedy or mitigate adverse effects on other uses including noise, lighting and glare and visual impacts.

Explanation

The effects generated by a wide range of activities concentrated in the Central Commercial Zone such as visual impact, pressure on existing services and infrastructure, noise, glare and traffic can have adverse effects, both within the Central Commercial Zone, or on the areas beyond their boundaries. The District Plan seeks to manage these effects through the use of Performance Standards and Terms. Other methods used include ensuring that there are adequate services and infrastructure in place to cope with demand from commercial activities within the Zone and by the Council carrying out works, such as landscaping, to enhance the environment.

POLICY CCP6

Ensure that any adverse effects associated with commercial activities are managed to maintain amenity levels for the residential component of mixed use developments and nearby residential areas.

Explanation

Compatibility of use is essential to the success of a mixed use development. In mixed use developments where total separation from commercial activity is not possible, it is important that design measures are taken to minimise adverse effects. The effects generated by a wide range of activities concentrated in the Central Commercial Zone such as visual impact, pressure on existing services and infrastructure, noise, glare and traffic can have adverse effects, both within zone or in areas beyond their boundaries. The District Plan seeks to manage these effects through the use of Performance Standards and Terms. One area where special consideration has been given to the effects beyond site boundaries is to those residential properties located on Miller Street, opposite the Hastings New World Supermarket. As a means of ensuring that the potential effects associated with any growth of the supermarket is managed, the conditions of consent imposed on the consent application to expand the car park have been included as Site Specific Performance Standards and Terms. These specific standards and terms relate to screening of the ducting on the roof, landscaping, screening and that no commercial vehicle crossings be located on Miller Street.

POLICY CCP7

Enhance and promote the sustainability of the District's urban form by requiring new development to incorporate design elements outlined in Section D (Subdivision Design) & E (Road Design) of the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide.

Explanation

The quality of both the built and natural environment can be improved through simple design concepts which will also enhance the sustainability of new urban development. These include minimising vehicular intrusion but maximising street connections, provision of passive accessways (cycling, walking), low impact design solutions for stormwater collection and disposal, passive surveillance of public spaces, attractive buildings, providing additional landscaping and biodiversity, development layout aimed at maximising solar access (i.e. reduced heating) and neighbourhood self-sufficiency.

Assessment

Objective CCO1 is to encourage and promote the use, development and operation of the Hastings Central Commercial Zone as the principal commercial heart of the District through District Plan provisions which promote its vibrancy and contain it within a defined boundary.

The policies supporting the objective relate to

- maintaining and enhancing the character and amenity of Hastings City as a community focal point for retail, commercial, administrative, community, educational and entertainment activities by encouraging groups of compatible activities including medium/high density residential mixed-use development to locate there, whilst managing the commercial sustainability of the area (Policy CCP1).

- encouraging a level of land use intensity, concentration and built form within an identified area of the Central Commercial Zone, greater than that experienced in other commercial zones, so that the urban form appears compact and continuous, the land resource is used in the most sustainable manner and street edges are activated so interaction between activities and pedestrians is encouraged (Policy CCP2).
- enabling Commercial Activities, Residential Activities and Comprehensive Residential Development above-ground floor level, in the Central Commercial Zone and promote mixed use development (Policy CCP4).
- ensuring that activities undertaken in the Central Commercial Zone avoid, remedy or mitigate adverse effects on other uses including noise, lighting and glare and visual impacts (Policy CCP5).
- ensuring that any adverse effects associated with commercial activities are managed to maintain amenity levels for the residential component of mixed use developments and nearby residential areas (Policy CCP6).
- enhancing and promoting the sustainability of the District's urban form by requiring new development to incorporate design elements outlined in Section D (Subdivision Design) & E (Road Design) of the Hastings District Council's Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide (Policy CCP7).

The proposed redevelopment project will provide for a mixed-use development comprising residential and commercial activities. It will utilise and enhance the existing land resource of the 200 Block, providing for a compact and continuous urban form. The proposed pedestrian laneway and greenspace will enhance interaction between pedestrians and activities within the block and between the block and adjoining streets. The assessment of effects on the environment in Section 9 of this report has concluded that, with the imposition of the proposed consent conditions, adverse effects of the proposal on the environment will be avoided, remedied or mitigated, and will be less than minor.

It is therefore considered that the proposal is consistent with, and not contrary to, the above objectives and policies.

OBJECTIVE CCO2

To maintain and enhance urban amenity values and character across the Central Commercial Zone through the promotion and application of good urban design principles to guide both public and private developments and public spaces, so that people will find the City an attractive place to live, work and play.

POLICY CCP9

Across the Central Commercial Zone promote high quality developments that are compatible with the character of the Hastings commercial environment through the use of urban design and site specific design assessment criteria.

Explanation

The New Zealand Urban Design Protocol provides the principles that underpin high quality development. The Council is a signatory to The New Zealand Urban Design Protocol which "provides a platform to make New Zealand towns and cities more successful through quality urban design".

Good developments are seen as having the following qualities:

Context: *seeing that buildings, places and spaces are part of the whole town or city*

Character: *reflecting and enhancing the distinctive character, heritage and identity of our urban environment.*

Choice: *ensuring diversity and choice for people.*

Connections: *enhancing how different networks link together for people.*

Creativity: encouraging innovative and imaginative solutions.

Custodianship: ensuring design is environmentally sustainable, safe and healthy.

Collaboration: communicating and sharing knowledge across sectors, professions and with communities.

To ensure that additions, alterations and new developments incorporate these qualities, specific performance standards and assessment criteria have been included in the Plan.

POLICY CCP10

To maintain and enhance the urban form, heritage fabric and built character in the Central Character Precinct, so that development reflects the character of the existing buildings; the streetscape values of the area; and the form and function of the locality through the use of performance standards and design led assessment criteria.

POLICY CCP11

Maintain and enhance the special urban character of built heritage and human scale, fine grain development within the Central Character Precinct through the use of Performance Standards and by requiring design assessment for the alteration of existing buildings and any new buildings.

Explanation

There is an area of the Central Commercial Zone, which has an identified character based upon the existing building scale, style of development, heritage fabric and values. This building environment gives the central business area a uniqueness that should be maintained and enhanced for the sustainability of the central retailing area. This will ensure that the traditional commercial core of the City will provide a shopping environment that is complimentary to the evolving trends in retail development. Two of the most important features are the relationship of the buildings to each other, and the human scale (generally two storeys in height). In order to maintain this relationship individual assessment of the design for new buildings and alterations to existing ones is required.

As part of preparing any Resource Consent application for buildings located within the Central Character Precinct it is recommended that The Heritage Inventory be referred to. The Heritage Inventory contains detailed reports on all Hastings CBD buildings included in Schedule 1, as well as many others that are significant for their local historical and architectural importance, and others that are important for their townscape value. The reports contain historical, architectural, and design information which can assist in ensuring new work is sympathetic to the historic significance of the building. A copy of the inventory can be obtained from the Hastings District Council or from the Council's website. Individual building reports will be stored on the individual Property File.

POLICY CCP12

Maintaining the character of the main shopping streets with active frontage building design to strengthen street edge definition.

Explanation

The amenity and character of the street is strongly influenced by the way that buildings relate to the street. Visually strong street edges help define the adjacent public space which contributes to the attractiveness of the place. Typically buildings that make a positive contribution to the street are built to the street edge and have 'active frontages' i.e. they face the street and show signs of activity inside or generate activity on the footpath (such as cafes). A compact and active shopping core will be promoted for commercial activities located in the Designated Retail Frontage Area of Hastings (refer to Appendix 30), by requiring that buildings be built to the front boundary, have a clear glazed window display space, continuous verandahs and under-verandah lighting.

OBJECTIVE CCO3

To ensure that all new buildings and additions or alterations to existing buildings in the Hastings business environment are characterised by quality design outcomes in accordance with the principles of the New Zealand Urban Design Protocol.

POLICY CCP14

Ensure that new buildings in the wider Central Commercial Zone contribute to a continuity of good development design quality throughout the City Centre.

Explanation

Building layout and design that is undertaken in a comprehensive and integrated way contributes to a high quality public environment. Developments that contribute to a quality public space consider the relationship of the site and building to public spaces, the character of existing buildings in the vicinity, how buildings and other methods such as planting, hard landscaping features and/or built elements of appropriate scale and design can help strengthen street

edge definition and the form and function of the locality. Council requires resource consent for all alterations and new development across the wider Central Commercial Zone, to promote site specific good design quality outcomes.

Where opportunities are available for larger developments, the Council will require an urban design assessment to be submitted with a resource consent application. It is encouraged that the urban design assessments be discussed at the early stage of development with Council planning staff prior to submitting a resource consent application to Council. The assessment criteria contained in Section 18, the Hastings CBD Architectural Design Guide 2012 and the Hastings City Strategy should be referred to for guidance when designing a comprehensive development

POLICY CCP15

To promote high quality developments that avoid large blank walls and other adverse effects on visual character and amenity, except where large blank walls are unavoidable due to the operational and functional requirements of certain activities, in which case those effects shall be mitigated.

Explanation

Large blank walls with no design relief have the potential to create significant adverse effects on urban amenity. Through the use of Performance Standards, featureless blank walls will need to include design relief. The width of the wall and the design relief will depend on the environment where the building is to be located. This requirement will relate to new buildings only.

Assessment

Objective CCO2 seeks to maintain and enhance urban amenity values and character across the Central Commercial Zone through the promotion and application of good urban design principles to guide both public and private developments and public spaces, so that people will find the City an attractive place to live, work and play. Objective CCO3 is to ensure that all new buildings and additions or alterations to existing buildings in the Hastings business environment are characterised by quality design outcomes in accordance with the principles of the New Zealand Urban Design Protocol.

The policies supporting the objectives relate to:

- promoting high quality developments across the Central Commercial Zone that are compatible with the character of the Hastings commercial environment, through the use of urban design and site-specific design assessment criteria (Policy CCP9).
- maintaining and enhancing the urban form, heritage fabric and built character in the Central Character Precinct, so that development reflects the character of the existing buildings; the streetscape values of the area; and the form and function of the locality through the use of performance standards and design led assessment criteria (Policy CCP10).
- maintaining and enhancing the special urban character of built heritage and human scale, fine grain development within the Central Character Precinct through Performance Standards and by requiring design assessment for the alteration of existing buildings and any new buildings (Policy CCP11).
- maintaining the character of the main shopping streets with active frontage building design to strengthen street edge definition (Policy CCP12).
- Ensuring that new buildings in the wider Central Commercial Zone contribute to a continuity of good development design quality throughout the City Centre (Policy CCP14).
- promoting high quality developments that avoid large blank walls and other adverse effects on visual character and amenity, except where large blank walls are unavoidable due to the

operational and functional requirements of certain activities, in which case those effects shall be mitigated (Policy CCP15).

Hastings District Council is a signatory to the New Zealand Urban Design Protocol. As referred to in Section 6.1 of this report, the proposal has been developed in accordance with the recommendations of the Hastings Urban Design Strategy 2010, the Council's City Centre Strategy 2013, and the Hastings City Centre Public Spaces Revitalisation Plan 2019. As concluded in Section 9.3 above, the proposed development will meet the principles of best practice urban design.

With regard to Policy CCP10, the HIA has assessed that the urban form and built character of the streetscapes will be preserved. However, while significant heritage/technological fabric will be lost, the introduction of inner city medium density apartment living and new urban greenspace is expected to enhance the function and character of the locality.²²

It is therefore considered that the proposal is generally consistent with, and not contrary to, the above objectives and policies.

OBJECTIVE CCO4

Encourage the strengthening of existing buildings where there is an identified safety risk in the event of an earthquake.

Assessment

Objective CCO4 is to encourage the strengthening of existing buildings where there is an identified safety risk in the event of an earthquake.

Both the Hawke's Bay Farmers' Co-operative Garage and 223 HSW buildings have been identified as Earthquake-Prone Buildings.

Only the facade of each building will be retained and strengthened, therefore, the proposal is partially consistent with, and not contrary to, this objective.²³

OBJECTIVE CCO5

The Central Commercial Zone/Central Retail Core has a pedestrian focused environment that is compact, convenient, pleasant and safe, which is based around:

- A central people space;
- Connected spaces;
- High accessibility;
- Navigation and options for movement; and
- Attractive streets.

POLICY CCP17

To ensure that a Central Retail Core is provided in the Central Commercial Zone that is defined, convenient, interconnected, pleasant, safe and has a high level of landscape design.

Explanation

Convenient, relatively close spaced and safe routes are required to provide good pedestrian access to central city activities, for all users. A legible pedestrian environment that is convenient, interconnected, pleasant and safe is considered an important part of ensuring the on-going vitality and vibrancy of the Central Commercial Zone. Good landscape design further encourages connectivity through the provision of quality paving and hard landscaping

²² HIA, page 23.

²³ Ibid.

elements. The economic and social interests of the City are promoted by providing a compact and convenient pedestrian network in the city centre.

POLICY CCP18

Maintain the existing boundaries of the Hastings business environment, while improving its connectivity with safe linkages to promote walking and cycling.

Explanation

For walking and cycling to be encouraged, and the future scenario of an increase in residents living within the City Centre, it is important that sufficient pedestrian facilities are provided to reduce the likelihood of short vehicle trips through the encouragement of walking and cycling trips. The existing City Centre is relatively pedestrian friendly and this will need to be protected as the City grows and traffic flows increase. Resource Consent applications, particularly for larger new developments, will need to have consideration to the promotion of sustainable transport modes.

POLICY CCP19

Promote pedestrian movement and access throughout the Hastings City Centre by maintaining and enhancing its contained form and improving connections.

POLICY CCP20

To encourage buildings and development on larger blocks to provide attractive and safe mid-block laneway linkages between known or predicted destinations.

Explanation

Central Hastings is walkable. To maintain and enhance this attribute it is important to keep the City compact and improve linkages through it, particularly through the larger outer blocks. These large blocks reduce the permeability of those areas and decrease opportunities for pedestrian circulation. Improving connectivity is a particular issue which has been addressed in the Hastings City Strategy, and opportunities for improving permeability have been identified. As part of consent applications, assessment criteria have been included which deal with access and connections.

POLICY CCP21

To promote the efficient and effective use of the existing car parking resource, by ensuring there is an adequate mix of parking, which provides convenient access and parking and does not undermine pedestrian safety and comfort.

Explanation

Safety and convenience for motorists and pedestrians will be achieved by ensuring that there is an adequate mix of short-term on-street shopper parking within and around the core of the Central Commercial Zone, as well as long-term off-street shopper parking areas around the periphery of the core. This is important to meet the different needs of people visiting or shopping in the Zone. Parking needs will vary depending on where visitors or shoppers have to go in the area and how long they wish to be there. The 2013 Hastings Parking Study has identified a plentiful supply of both on and off site car parking. Car parks around the periphery of the Hastings Central Commercial Zone core are also important to enable shoppers and visitors to leave their cars there and travel by foot to the shops. This reduces the number of cars entering the central area and makes it a safer place for pedestrians (see Section 26.1 Transport & Parking of the District Plan).

To further promote the efficient and effective use of the existing car parking resource Council may consider public/private car parking initiatives and the repositioning of existing public car parking as part of future developments.

POLICY CCP23

All new development shall be designed to maximise safety and security in the Hastings central commercial environment.

Explanation

This Policy requires the need to take into account Crime Prevention Through Environmental Design (CPTED) principles. District Plan Standards will ensure that commercial buildings have transparent windows fronting public spaces (including streets and walkway/cycleways), and that landscaping and the location of structures ensure safety of pedestrians and promote natural surveillance and security.

POLICY CCP24

Ensure that developments utilise the amenity benefits of green spaces through the use of performance standards and assessment criteria.

Explanation

Opportunities exist where there are urban parks and green spaces to capitalise on these by requiring that developments address them and that any outdoor living spaces overlook them.

Assessment

Objective CCO5 is for the Central Commercial Zone/Central Retail Core to be a pedestrian focused environment that is compact, convenient, pleasant and safe, which is based around: a central people space; connected spaces; high accessibility; navigation and options for movement; and attractive streets.

The policies supporting the objective relate to:

- ensuring that a Central Retail Core is provided in the Central Commercial Zone that is defined, convenient, interconnected, pleasant, safe and has a high level of landscape design (Policy CCP17).
- maintaining the existing boundaries of the Hastings business environment, while improving its connectivity with safe linkages to promote walking and cycling (Policy CCP18).
- promoting pedestrian movement and access throughout the Hastings City Centre by maintaining and enhancing its contained form and improving connections (Policy CCP19).
- encouraging buildings and development on larger blocks to provide attractive and safe mid-block laneway linkages between known or predicted destinations (Policy CCP20).
- promoting the efficient and effective use of the existing car parking resource, by ensuring there is an adequate mix of parking, which provides convenient access and parking and does not undermine pedestrian safety and comfort (Policy CCP21).
- all new development being designed to maximise safety and security in the Hastings central commercial environment (Policy CCP23).
- ensuring that developments utilise the amenity benefits of green spaces through the use of performance standards and assessment criteria (Policy CCP24).

The proposed pedestrian laneway and public park/greenspace area will provide safe and attractive linkages within the 200 Block in the Hastings CBD. It will also provide additional, conveniently located off-street parking. The greenspace and pedestrian laneway will be designed so they are appropriately separated from parking and service lane areas within the block, to ensure pedestrian comfort and safety is not undermined by vehicle movements within the block.

A Crime Prevention Through Environmental Design (CPTED) Appraisal²⁴ for the proposal (refer to the copy of the report in **Appendix I**) concludes the following:

"The proposed redevelopment of the 200 Block is a mixed-use development introducing a new mid-block pedestrian route and a medium density apartment living supported by a new public space and commercial uses. The proposal has been approached in an integrated manner as part of the regeneration of the wider 200 Block and is consistent with the relevant Council strategic objectives for improving the connectivity and enhancing the vitality of the CBD through quality design."

²⁴ "200 Block West Redevelopment Proposal Crime Prevention Through Environmental Design (CPTED) Appraisal, 200 Block West, Hastings City Central", prepared by Hastings District Council, dated 7 July 2022.

An assessment against the National CPTED Guidelines established that the proposed design has taken into account the key CPTED principles and addressed positively the seven qualities of safer places.

The proposal will be a significant improvement to the current environment and will assist in transforming an existing rundown area of poor environmental quality into a memorable Place with its own identity. The proposed redevelopment as a whole will create a new public destination that is accessible, easy to find and safe and attractive to use, while providing the first example of inner-city residential living in Hastings CBD as part of a Council-led mixed-use integrated project.

The Detailed Design of the proposed greenspace will be subject to a Landscape Plan to be developed at a later stage with the key CPTED principles in mind. Once constructed, on-going monitoring of its safety will be done and improvements made as necessary."

The CPTED appraisal concludes that the proposal will be a significant improvement to the current environment. It will create a new public destination that is easy to find, safe and attractive to use, while providing the first example of inner city residential living in the Hastings CBD. The proposed public park/greenspace area will be developed with the key CPTED principles in mind, and once constructed, on-going monitoring of its safety will be undertaken by the Council and improvements made as necessary.

On the basis of the above, it is considered that the proposal is consistent with, and not contrary to, the above objective and policies.

11.3.2 Heritage Items

OBJECTIVE HO1

Significant Heritage Items are protected and the heritage character and history of the District is preserved.

POLICY HP2

Ensure activities do not adversely affect the character of Heritage Items.

Explanation

The District Plan contains rules which restrict activities which are recognised as having an adverse effect on the preservation of heritage places, buildings and objects. Heritage Items are classified so that appropriate rules can be applied to specified Heritage Items. The higher the classification (i.e. the higher the relative standing of an item), the more stringent the rules. Likewise, the greater the adverse impact of the activity on the Heritage Item, the greater the control. For instance, an addition to the exterior of a Category I building is subject to more stringent controls than the redecoration of the interior of a Category II building.

OBJECTIVE HO2

To promote the continued use of recognised heritage buildings in the District where this encourages their retention, restoration and maintenance.

POLICY HP3

Promote a greater public awareness and understanding of the District's Heritage Items

Explanation

The District Plan is the regulatory mechanism through which Heritage Items are protected. Whilst this is a necessary tool to ensure the protection of heritage, this should be paralleled with education for the public on the value of heritage in Hastings. The Hastings Heritage Inventory and the Hastings District Council Architectural Design Guide is aimed at building owners to make them aware of how they can work with the building when undertaking renovation. The inventory, in particular, is available to all members of the public to view so that they can understand the history and character of the CBD. Maintaining historic landmarks such as the Hawke's Bay Opera House is also imperative to increasing public awareness of Heritage Items.

POLICY HP4

Ensure new development and alterations to existing buildings do not compromise the architectural significance of historic buildings.

Explanation

The character of the Hastings CBD is made up of the different and distinct architectural styles of the buildings. This needs to be protected, and retained. New development must not detract from this architectural style. It should not attempt to copy those styles but should be compatible with it. Alterations to buildings should be in keeping with the architectural style of the building and new paint finishes should not adopt brash or bright colours. Corporate colours for exterior paint or advertising should be avoided above verandah level.

Heritage buildings outside of the CBD must also be managed carefully in terms of any new development or alterations to be undertaken on the item itself, or in the vicinity of the heritage feature. While alterations or additions to these features may not affect a streetscape or the significance of a cluster of Heritage Items (as may be the case in the CBD), these buildings are often unique as stand alone features contributing to the history of a particular area. Many of these buildings are also of architectural value in their own right and unsympathetic additions or alterations can have a detrimental impact on the heritage value of the building. Again, brash colours and the use of overtly modern materials are likely to be inappropriate. Additions and alterations should be distinct but should remain compatible with the original building.

POLICY HP5

Allow heritage buildings to be used for range of activities where this promotes the retention of the building.

Explanation

The District Plan encourages activities that will facilitate the retention and/or enhancement of the special character of Heritage Items. It is recognised that there is a need for greater flexibility in what heritage buildings can be used for as there is a link between usefulness and the desire for the preservation by property owners.

OBJECTIVE HO3

To protect historic areas in the Hastings CBD which contribute to the heritage character of the area.

OBJECTIVE HO5

Archaeological sites are protected from damage, modification and destruction that will adversely affect their archaeological value.

POLICY HP8

To facilitate and encourage alteration to heritage items to improve structural performance, fire safety and physical access while minimising the significant loss of associated heritage values.

Explanation

The District Plan seeks to encourage alterations to improve structural performance (earthquake strengthening), fire safety and physical access whilst minimising significant loss of heritage values. This work will enable the buildings to continue to be used in a safe and economical manner, as well as assist in retaining the fabric of the District. The aim is to ensure, where possible, that regulation is not a barrier to upgrading buildings and that demolition is not the only option left for owners. Specific Rules are provided for safety-related Earthquake-Prone Buildings Policy prepared under the Buildings Act 2004.

Assessment

Objective HO1 is for significant Heritage Items to be protected and the heritage character and history of the District preserved. Objective HO2 is to promote the continued use of recognised heritage buildings in the District where this encourages their retention, restoration and maintenance. Objective HO3 is to protect historic areas in the Hastings CBD which contribute to the heritage character of the area. Objective HO5 is for archaeological sites to be protected from damage, modification and destruction that will adversely affect their archaeological value.

The policies supporting the objectives relate to:

- ensuring activities do not adversely affect the character of Heritage Items (Policy HP2).
- Promoting a greater public awareness and understanding of the District's Heritage Items (Policy HP3).

- ensuring new development and alterations to existing buildings do not compromise the architectural significance of historic buildings (Policy HP4).
- allowing heritage buildings to be used for a range of activities where this promotes the retention of the building (Policy HP5).

The HIA has assessed the proposal against the above objectives and policies (except HO5), and makes the following comments:²⁵

- is not consistent with Objective HO1, except for the retained facades. The heritage character of the streetscapes is maintained, but historical and technological values are lost, particularly re. 20 QSW.
- is consistent with Policy HP2 with respect to the facades only.
- is consistent with Objective HO2 only with respect to the original façade of 206 QSW and the façade and structural frame of 223 HSW.
- is consistent with Policy HP3 insofar as interpretative material relating to the architectural and social history of the site is to be incorporated into the design of the new park.
- is consistent with Policy HP4 to the extent that the scale, bulk, articulation and materiality of the proposed apartment building is designed to respect the heritage character of the streetscape and the retained façade.
- although a range of new activities are facilitated (public access/pedestrian walkway, public green space, inner city living), the buildings will be only minimally retained (Policy HP5).
- is not consistent with Policy HP8, except that the heritage façade of 206 QSW will be structurally strengthened in a manner which minimises visual intrusion, and removal of the concrete roof of 223 HSW will improve structural performance of that building.

The assessment of effects on historic heritage in Section 9.5 of this report has concluded that, on the basis of the HIA, overall, with the imposition of the proposed consent conditions, the effects of the proposal on historic heritage will be no more than minor.

The proposed redevelopment site does not include any recorded archaeological sites. However, as the CBD was first occupied prior to the 1900s, there is potential for archaeological discovery, particularly where the buildings are demolished and earthworks undertaken to remove the fuel tank on the HB Farmers Garage site and construct foundations for the new apartment building. As such, it is proposed that the Applicant will apply for an Archaeological Authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 prior to commencing the redevelopment.

On the basis of the above, it is considered that the proposed redevelopment project is generally consistent with, and not contrary to, the above objectives and policies.

11.3.3 Noise

OBJECTIVE NSO1

²⁵ HIA page 23.

To manage the emission and mitigate the adverse effects of noise so as to maintain or enhance the acoustic environment.

OBJECTIVE NSO2

To ensure the adverse effects of noise do not unreasonably affect people's health.

POLICY NSP5

Noisy construction and demolition activities will be allowed subject to restrictions to ensure the protection of the community from unreasonable noise.

Explanation

Many construction and demolition activities are inherently noisy but methods are available which can minimise the emission and impact of such noise. Noise experienced during construction and demolition is generally of a temporary nature and, provided on-going noise at inconvenient times can be mitigated or avoided, reasonable levels of construction noise will be accommodated. Compliance with the construction noise standard NZS 6803:1999 will be required.

OBJECTIVE NSO3

To avoid noise sensitive activities where they will be located in existing high noise environments and the adverse effects of that noise cannot reasonably be mitigated.

POLICY NSP10

Ensure that noise sensitive activities and the addition of a habitable space to existing noise sensitive activities in Commercial and Industrial Zones are acoustically designed and constructed to mitigate noise arising from legitimately established Commercial and Industrial activities.

Explanation

Noise sensitive activities within Industrial and Commercial Zones have the potential to impinge upon the operating requirements of legitimate Commercial and Industrial activities within these areas. Noise sensitive activities (such as residential dwellings) will be required to be designed and constructed in a way that avoids or mitigates any adverse reverse sensitivity effects. This requirement will not apply to the Suburban Commercial Zone as these zones are located in a predominately residential environment where reverse sensitivity issues are unlikely to arise.

Assessment

Objective NSO1 is to manage the emission and mitigate the adverse effects of noise, so as to maintain or enhance the acoustic environment. Objective NSO2 is to ensure the adverse effects of noise do not unreasonably affect people's health, and Objective NSO3 is to avoid noise sensitive activities where they will be located in existing high noise environments and the adverse effects of that noise cannot reasonably be mitigated.

The policies supporting the objectives relate to:

- Allowing noisy construction and demolition activities subject to restrictions to ensure the protection of the community from unreasonable noise (Policy NSP5).
- ensuring noise sensitive activities and the addition of a habitable space to existing noise sensitive activities in Commercial and Industrial Zones are acoustically designed and constructed to mitigate noise arising from legitimately established Commercial and Industrial activities (Policy NSP10).

It is proposed that a condition of consent be imposed (if consent is granted) to require any noise arising from construction, maintenance and demolition work to comply with NZS6803:1999 Acoustics – Construction Noise, and for construction noise to be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise (refer to the proposed conditions in Section 13 of this report). It is also proposed that all habitable spaces within the proposed apartment building will be acoustically insulated. As concluded in Section 9.8 of this report, it is

considered that any potential noise effects during and after construction of the development will be less than minor.

On the basis of the above, it is considered that the proposed redevelopment project is consistent with, and not contrary to, the above objectives and policies.

11.3.4 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.

POLICY TPP5

Require turning areas on sites where road safety may be compromised by vehicles reversing onto or off the site.

Explanation

Vehicles reversing onto or off sites can compromise the safety of the road, particularly where traffic flows are high, where the land use has the potential to generate a lot of traffic and pedestrians, or where heavy vehicles use the area. The requirement to provide on-site turning and manoeuvring areas can assist to maintain and improve safety standards and minimise delays to traffic caused by manoeuvring vehicles.

POLICY TPP6

Control the width and position of access points to each property to minimise the adverse effects of manoeuvring and queuing vehicles, the potential effects on pedestrian safety and the effects on streetscape amenity.

Explanation

Controlling the position of access points to properties is required to minimise adverse effects resulting from the queuing and manoeuvring of vehicles entering or exiting the properties. Accesses are required to be positioned a minimum distance away from road intersections to avoid unnecessary distractions for drivers in areas where a visually confusing environment complicates decision making and could be hazardous. The width of access is important to allow ease of vehicle access and there are also minimum sight distance standards to ensure that there is sufficient visibility to allow vehicles to safely leave the site. The position of access points is an important safety consideration for pedestrians as there needs to be a refuge between access points.

OBJECTIVE TPO2

Enable land in urban areas to be used for higher value purposes other than car parking by no longer regulating car parking provision other than accessible parking in the district plan.

POLICY TPP10

Provide for public off-street parking in the Hastings Central Commercial Zone, Havelock North Retail Zone and Flaxmere Commercial Zone.

Explanation

This recognises the role of Council in providing off-street public car parking to complement private off-street car parking established by landowners and occupiers. There are often physical limitations to activities being able to achieve car parking on their sites. Additionally, within the Central Retail Core, Hastings, the Retail Zone, Havelock North and the Commercial Zone, Flaxmere, it is important to have a continuous retail frontage to achieve compact shopping areas. In these CBD areas intensive land use activity and having buildings addressing street frontage is important for amenity and vibrancy, in these contexts open car parks and vehicle entranceways can compromise amenity. The provision of public parking areas therefore seeks to contribute to the amount of car parking provided in these areas to make them functional, attractive and easy to use for pedestrians and vehicles. The Council's Parking Management Strategy determines the level of parking which the Council will provide in these areas

OBJECTIVE TPO3

To achieve sustainable transport modes, including walking, cycling and public transport.

POLICY TPP12

Ensure linkages and facilities are available to enable the provision for alternative modes.

Explanation

The provision of sustainable transport modes is achieved by ensuring that there is choice in the modes of transport available and the routes that can be taken. We are facing a future where there will need to be less dependency on fossil

fuels and this could raise the profile of transport modes that are not fuel dependent such as walking and cycling. These transport methods are entirely complimentary to the Council's goals of achieving more compact residential development. In order to encourage more people to consider alternative transport modes for their commute to work, Council is requiring larger employers to provide facilities that make it easier to use alternative modes. These facilities include bicycle stands and shower facilities.

POLICY TPP14

Ensure that infrastructure associated with alternative transport modes is safe, convenient and accessible to all sectors of the community.

Explanation

In order for transport to be sustainable there is a need to have good linkages between the different transport modes and also the various parts of the City where people live, work and shop. The Council is actively upgrading the walkway and cycleway links to provide more efficient and safer routes.

Assessment

Objective TPO1 is to 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. Objective TPO2 is to enable land in urban areas to be used for higher value purposes other than car parking by no longer regulating car parking provision other than accessible parking in the district plan. Objective TPO3 is to achieve sustainable transport modes, including walking, cycling and public transport.

The policies supporting the objectives relate to:

- requiring turning areas on sites where road safety may be compromised by vehicles reversing onto or off the site (Policy TPP5).
- controlling the width and position of access points to each property to minimise the adverse effects of manoeuvring and queuing vehicles, the potential effects on pedestrian safety and the effects on streetscape amenity (Policy TPP6).
- providing for public off-street parking in the Hastings Central Commercial Zone, Havelock North Retail Zone and Flaxmere Commercial Zone (Policy TPP10).
- ensuring linkages and facilities are available to enable the provision for alternative modes (Policy TPP12).
- ensuring that infrastructure associated with alternative transport modes is safe, convenient and accessible to all sectors of the community (Policy TPP14).

While there is no requirement to provide on-site carparking spaces for the proposed commercial and residential activities on the development site, the proposal to provide 35 parking spaces on the site. This will meet the parking demand from activities on the site (by way of the proposed 17 private spaces on the ground floor of the apartment building) and will enhance public access to the CBD area by providing 13 additional public on-site parking spaces in the central 200 Block. The existing 5 car parks at the rear of the proposed apartment building will be retained.

The existing service lane on the 206 QSW site will be widened to improve the safety and efficiency of two-way traffic, and the existing vehicle entrance to the service land from QSW will be upgraded. All access, parking and manoeuvring on site will be designed and constructed in accordance with the Engineering Code of Practice 2011 Roads and NZS4404.

The proposed pedestrian laneway and greenspace will enhance pedestrian linkages within the 200 Block.

It is therefore considered that the proposal is consistent with, and not contrary to, the above objectives and policies.

11.3.5 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.

POLICY EMP4

Allow earthworks and the prospecting of minerals where the adverse effects on the environment will be minor.

Explanation

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.

POLICY EMP5

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.

Explanation

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.

OBJECTIVE EMO5

To ensure that earthworks and mineral extraction do not compromise outstanding natural features, historic heritage and cultural heritage features (including archaeological sites).

Assessment

Objective EMO1 is to enable earthworks 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. Objective EMO5 is to ensure earthworks do not compromise outstanding natural features, historic heritage and cultural heritage features (including archaeological sites).

The policies supporting the objectives relate to:

- allowing earthworks and the prospecting of minerals where the adverse effects on the environment will be minor (Policy EMP4).
- controlling 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 (Policy EMP5).

Earthworks associated with the proposed redevelopment will be required to demolish the existing buildings, the remove the old fuel tank within the HB Farmers Garage, and to construct the new apartment building.

In case of accidental discovery of any archaeological sites or material during earthworks, the Applicant proposes to apply for an Archaeological Authority under Section 44 of the Heritage New Zealand Pouhere Taonga Act 2014 prior to commencing the redevelopment.

It is possible that, as part of the remediation of the site contaminated soil may need to be removed from the site and clean soil/fill brought to the site to replace it.

It is proposed that conditions of consent be imposed (if consent is granted), to ensure that potential adverse effects on the environment associated with the earthworks are avoided, remedied or mitigated (refer to **Appendix E** of this report). These include a requirement for the consent holder to:

- Submit a final design to the Council, prior to the commencement of earthworks, detailing the earthworks to be carried out, overland flow paths and proposed finished ground levels.
- Submit a Contaminated Site Management Plan / Remediation Action Plan to the Council, including proposed sediment and erosion controls, dust suppression, health and safety protocols, excavation protocols, unexpected discovery of contamination protocols, and contaminated soil management procedures and options for remediation.
- Undertake all earthworks and demolition work in accordance with the protocols, and contaminated soil management and remediation procedures prescribed within the Contaminated Site Management Plan / Remediation Action Plan.
- Ensure there is no off-site deposit of sediment or detritus from the area of the works or deposit of sediment or detritus into any stormwater drain or overland flow path.
- Only import 'clean fill' onto the site (i.e., no rubbish, no stumps, concrete bricks and no other substance containing combustible, putrescible, degradable or leachable components, hazardous substances, products or materials derived from hazardous water treatment, hazardous waste stabilisation or hazardous waste disposal practices, medical and veterinary waste, asbestos or radioactive substances or liquid waste).

With the imposition of conditions, it is considered that the proposal is consistent with, and not contrary to, the above objective.

11.3.6 Summary

On the basis of the above assessment, the proposed redevelopment project is generally consistent with, and not contrary to, the relevant objectives and policies of the Hastings District Plan.

11.4 Conclusion

In terms of section 104(1)(b), on the basis of the above assessment, the proposal is generally consistent with, and is not contrary to, the relevant objectives and policies of the relevant statutory planning documents.

The proposal also consequently passes the second 'gateway' test under section 104D(1)(b) of the RMA.

12 Proposed Consent Conditions

A suite of proposed resource consent conditions that Hastings District Council may wish to impose if consent is granted to the applications is attached in **Appendix E** to this report.

13 Consultation

13.1 Historic Places Hawke's Bay

On 17 September 2020, Council staff met with Historic Places Hawke's Bay (HPHB) to update them on seven options being considered by Council at that time for the redevelopment of the site, including the HB Farmers Garage.

HPHB clearly preferred a residential future for the site and asked for key elements of the Garage to be retained (i.e., the façade, some trusses and the rear brick wall of the building).

A second meeting was held with HPHB on 17 November 2020, to update HPHB on three additional options Council was considering, and the reasons. HPHB advised that they understood that the cost, complexity and risk of retaining and strengthening the garage building meant that that option was most likely untenable. They advised that, if the building was to be demolished, they would want to see some features of the history expressed in the redevelopment.

14 Conclusions

In summary, the overall conclusion of this Assessment of Environmental Effects is that any adverse effects on the environment from the proposal will be no more than minor and will be appropriately avoided, remedied or mitigated if the proposed redevelopment is undertaken in accordance with the recommended consent conditions set out in **Appendix E** of this report.

The proposal will have positive effects, as it will:

- Express the whakapapa of the area: pre-1867 natural environment; HB Farmers Garage; and Art Deco Zig-Sag Moderne;
- Add to the vibrancy and amenity of the CBD;
- Provide for more housing and commercial businesses, which will contribute to the development and prosperity of the region, while avoiding encroachment of urban activities on the versatile land of the Heretaunga Plains;
- Contribute to a compact and strongly connected urban form in Hastings, and to a range of housing choices;
- Provide inner-city living, and allowing for a mix of uses;
- Provide pedestrian linkages through the 200 Block from HSW to QSW;
- Provide additional public parking spaces;
- Provide a new public park/greenspace;
- Maximise benefits of the Central City land assets; and
- Implement the Council's 'Hastings City Centre Strategy 2013', Hastings City Centre Public Spaces Revitalisation Plan 2019, and the Long-Term Plan.

The proposal is consistent with the purpose and principles of the RMA. It is also generally consistent with, and is not contrary to, the relevant objectives and policies of the NPS-UD, RPS and Hastings District Plan.

As such, it is considered that consent can be granted to the proposal under sections 104, 104B and 104D of the RMA, subject to the imposition of suggested conditions under section 108 of the RMA.

END OF DOCUMENT

Hawke's Bay Farmers' Co-op Association Garage

1.0 Hawke's Bay Farmers' Association

A desire for farmers in Hawke's Bay to share the profits with those who made them led to a proposal to form the Hawke's Bay Farmers' Association in January 1888. Its philosophy was:

The principle upon which this Company is formed is that the shareholders should consist of stockowners, farmers, and others interested in landed estate and its products in Hawke's Bay, whereby a large business would be secured to the Company, and the producer would receive back in the shape of the profits of the Company what is now a heavy deduction from his income paid to other institutions for conducting his business.¹

Charles Bonfield Hoadley began his business of land, stock and station agents in Napier in 1874, and pioneered wool sales in 1880. The sale of Charles's business was proposed to create the new Hawke's Bay Farmers' Association.²

A prospectus was issued on 1 January 1888;³ however, this company failed to eventuate due to a lack of support. Charles sold his wool, skins, hides and tallow business to Williams & Kettle in April 1888.⁴

2.0 Hawke's Bay Farmers' Co-operative Association Limited

1891 brought success, when stock and station agent Mathew Miller led the second attempt to set up a farming cooperative along the same principles as in 1888. The Hawke's Bay Farmers' Co-operative Association Ltd was formed with capital of £100,000 (2021: \$22.3 million).⁵

The head office would be in Tennyson Street, Napier.⁶

3.0 Motor car history of Queen and Market Streets and the Hawke's Bay Farmers' Co-operative Association Ltd connection

Businesses which introduced motor cars to New Zealand were typically horse-buggy and coach builders.

Alexander Jones came to New Zealand from Scotland to work for Henry Russell in Waipukurau in 1865. He went into business as a coach builder around two years later. In addition he invented and made many agricultural implements.⁷

He would be joined in business by his son, William, forming A Jones & Sons. William would establish in April 1896 a branch of the business on the corner of Queen and Market Streets, Hastings.⁸

A Jones & Sons was the first business in Hawke's Bay to import a motor vehicle – an Oldsmobile, for J Bernard Chambers of Te Mata in 1902. It was shipped from the Knowles Automobile and Motor Power Company Limited in Australia.⁹

The Oldsmobile arrived in November 1902, and William Jones drove it to Te Mata from Hastings. A report of the trip said it was pleasing that the horses they passed were not startled.¹⁰

As the demand increased, A Jones & Sons imported more vehicles, and in 1908 with eight Siddeley vehicles on site it was reported that their "garage now represents an animated appearance and is worthy of inspection".¹¹

In October 1908, Percy Sampson – possibly a son-in-law of Andrew Jones – purchased the Hastings motor car side of A Jones & Sons, setting up in Market Street.¹²

However, this didn't last long, and Davis and Boyd bought out Percy's business in November 1909,¹³ shifting in 1915 to a new site in Station Street North (now Russell Street).¹⁴

A Jones & Sons continued in business as blacksmiths, wheelwrights and engineers on the corner of Queen and Market Streets.¹⁵ This part of their business was purchased by Stubbs & Beck in 1910, continuing in the same premises.¹⁶

3.0 Sale to Hawke's Bay Farmers' Co-operative Association Ltd

A Jones & Sons' property on the corner of Market and Queen Streets was sold in July 1912 to the Hawke's Bay Farmers' Co-operative Association Ltd (HBF).¹⁷ The manufacturing works business carried on by Stubbs & Beck in the building was also purchased, and the two men were employed by HBF.¹⁸

HBF was well established in Hastings in the 1890s, and in 1899 they built new premises also on a corner of Queen and Market Streets, diagonally across from the site purchased from A Jones & Sons. This new building was said to have the largest floor space in Hastings and was used for seed cleaning, storage for wool, grain and produce, and a grocery.¹⁹

4.0 HBF motor vehicle dealerships

HBF was selling vehicles at least by October 1912, when they had "motor cars" on display at the Hawke's Bay A & P Show.²⁰ They were agents for Overland and Hupmobile and sold from their Napier garage "for Napier, Hastings and Hawke's Bay".²¹

The Buick agency – which would be a prominent model for decades for HBF – was added in 1914, when these motor cars as well as Ariels were displayed at the Hawke's Bay A & P show.²²

5.0 HBF Garage 206 Queen Street West, 1920s to 1930s

The Council of Fire and Accident Underwriters' Association of New Zealand drew block plans of building footprints in the Hastings central business district, and Block 1 (Market and Queen Streets) was completed in April 1925. This shows that that HBF had a building, part of which was two-storied, on the corner of Market and Queen Streets (the property purchased from A Jones & Sons). This housed a retail store and offices, and a large machinery store.²³

Next door on Queen Street West was a large warehouse. The front was occupied by engineer D W Hursthouse, and the back contained an implement store and workshop for HBF. It appears D W Hursthouse had occupied part of the building since 1919.²⁴

Behind the main building was a benzine (petrol) store.²⁵ At that time benzine came in 4 gallon (18 litres) tins.

In June 1925, HBF revealed plans to build on this site a garage at a cost of £7,800 (\$837,000), to sell and service Buick motor cars.²⁶

An advertisement in July 1926 in the *Hawke's Bay Tribune* announced the "New Home of Buick Cars in Queen Street, Hastings".²⁷

Upon opening their new "Handsome Building" HBF advertised the sale of benzine from bowsters (petrol pumps drawing from large underground tanks) for Big Tree, Voco and Shell. In those days most garages carried a number of brands, unlike today.

The 4 gallon benzine tin cans, which were the most common way to fill a vehicle before bowsters, were quite a hazard in a number of ways. The tins were stored and sold not only in garages, but by country stores, and stock and station agents, such as HBF – which had a storage facility for them before the garage was opened in 1926. It was not uncommon for these storage facilities to catch alight, and the cans also occasionally caught fire while carried around in vehicles. Empty cans were frequently discarded on public roads, which was not only unsightly, but could also startle horses if the sun reflected off the tins.

Shell Oil stated in early 1926 that it was “the desire of the Oil companies to eliminate tins and [their wooden storage] cases”.²⁸

The advertisement described the new HBF bowser set up: “The pumps are so arranged to eliminate backing and turning – DRIVE STRAIGHT IN AND OUT.” An early photo of the garage shows a labelled “IN” vehicle entrance and on the other side of the building an “OUT” vehicle exit. This indicates the bowsters were actually inside the building.²⁹

In between the entrance and exit were two large showroom windows, with a doorway between them.

By 1929, the HBF Garage was advertising its General Motors dealership connection, with new Buicks and Chevrolets for sale.³⁰ General Motors was formed in the United States in 1908, at first as a holding company for Buick but later added other brands.³¹ HBF also had second-hand sales of non-General Motors vehicles for sale, such as Ford and Studebaker.³²

General Motors, then the largest manufacturer of vehicles in the world, established an assembly plant in Petone, New Zealand, during 1926³³ for Chevrolet, Buick, Oldsmobile, Cadillac and Pontiac vehicles. Vauxhall was added in 1931.³⁴ Ford was already doing car assembly in New Zealand, importing in boxes what were known as Completely Knocked Down (CKD) vehicles – premade car chassis, body and engine to be put together in their Wellington or Petone plants. General Motors would import the components “packed to the smallest economical space, and to place them upon ‘efficiency-routed’ conveyors, to be riveted, bolted, and fitted into the machine that runs from the final working stage, painted and polished, ready for the road”.³⁵

Whether or not the new HBF Garage was established in response to General Motors manufacturing in New Zealand – which reduced the cost of importing cars – is not known. HBF, however, advertised that “New Zealand Assembly makes possible Lower Prices on CHEVROLET CARS”.³⁶ The HBF Garage therefore competed on lower cost and high quality for their Chevrolet vehicles. However, Buicks – the top of their product range – were advertised as a premium vehicle.³⁷

Joining the HBF Garage as an apprentice on 8 April 1930 was 18-year-old Cyril Smith. He met with Ralph Douglass, the garage service manager/foreman, who offered him the job. In notes written for an HBF long-service function, he indicated his work life was not easy during this time and recalls being tormented at work: “How I stayed around during this time I never cease to understand.” With support from his fellow workers, Ray Symons, Terry McKittrick, Jimmy Mills senior, and senior apprentices Allan Roberts, Nick Lane and Nick Fahey, he survived.

Cyril reflected:

Rough as it was, it meant good grounding for the future as a mechanic. Remember these times were during the time of the Great Depression, not many jobs about and very little work, and a tendency for some of the staff to wander off to find something to occupy

themselves. Those days you were only paid by the hour, no work, no pay, but eventually we moved back to full employment.³⁸

6.0 A fire and an opportunity

Since buying out the A Jones & Co building on the corner of Market and Queen Streets in 1912, HBF had used the premises for a grocery and provision store, a boot seller and ironmongery, china and crockery retail and there was the existing engineering and implement workshop.³⁹

On 3 January 1929 a fire broke out at these premises – which were tinder dry, being one of Hastings’ oldest wooden and iron structures. When the fire department arrived the building was still standing and looked as if it could be saved, but before hoses could be deployed, the flames suddenly burst through the roof and destroyed the whole building very quickly.⁴⁰

The cans of benzine and oil stored at the grocery, as well as gelignite and detonators, added danger to the situation, but the fire brigade managed at great peril to themselves to remove the gelignite. However, the oils exploded, blowing out the windows and injuring a fireman.⁴¹

The cause of the fire was unknown.⁴² Fortunately the HBF Garage was not damaged.⁴³

With the old building demolished by fire, plans were made to rebuild – but most controversially the HBG head office, which had been in Napier for almost 40 years, would move to this new building. The idea had been under consideration for many years.⁴⁴

The new three-storey building would be designed by one of New Zealand’s eminent architects, Edmund Anscombe from Wellington. It was constructed on earthquake- and fire-resistant principles and opened in September 1930.⁴⁵

7.0 The 1931 Hawke’s Bay earthquake

Apprentice Cyril Smith was in the HBF Garage workshop on 3 February 1931 at the time of the 7.8 magnitude 1931 Hawke’s Bay earthquake. He recalled in 2006 what happened next:

Firstly it seemed just like an ordinary quake then it started to move up and down, not sideways as they usually did. Seeing staff rushing outside, I decided to follow, and we tried to walk down the side of the garage, but could not, so got down on our hands and knees till the worst was over.⁴⁶

The earthquake did not overly trouble the new HBF building, and it reopened on 11 February,⁴⁷ but the garage did not escape damage.⁴⁸

Noted in the insurance report was: “East wall badly cracked. Parapet cracked, can be reinstated.”⁴⁹ Woodward’s Pharmacy, whose building behind the garage on Heretaunga Street West was wrecked, had painted in whitewash on the front of the garage window that they would “Open with complete stocks on Wednesday”. It appears that they may have occupied part of the garage temporarily until their new shop opened in May 1931.⁵⁰

Cyril Smith reported for work the day after the earthquake, and was put to work driving emergency vehicles and assisting with the clean-up for a week.⁵¹

8.0 A building extension

In November 1934 the *Hawke’s Bay Tribune* recorded that HBF had been issued a building permit for a garage, bulk store and petrol station at a cost of £3,080 (\$412,000).⁵² This would be for an

extension of the existing garage at 206 Queen Street West. The roof line would be a continuation of the existing garage, with a small arch, followed by a matching arch of the existing building.

Plans of the extension show storage and offices in the middle of the building, and new petrol bowzers placed in an open area (but roofed) at the front of the extension.⁵³ The old bowser area would be turned into the parts department.⁵⁴

In 1936, Cyril Smith finished his five-year apprenticeship at the garage when service manager Ralph Douglass told him he “had done ok”, but would “do just one more year as an improver”.⁵⁵

Cyril worked at the garage until retiring on 8 April 1971.⁵⁶

9.0 The 1940s and 50s

After emerging from the Great Depression, the world was faced with the calamity of World War II. Many of the staff, including Cyril Smith, served – in his case first to Wigram and then the Solomon Islands in 1944 as air force ground crew. While he was on war service, HBF made up the difference between his work salary and air force pay.⁵⁷

For those joining firms such as HBF after World War II it was the beginning of a golden era for the New Zealand economy, especially farming. There was loyalty between employees and the firm, and employment for life was a given.

In contrast to the difficulties Cyril faced in the 1930s during his apprenticeship, the 1950s intake of David Clark (1952), Peter Kidd (1954) and Peter McNab (1957) reported quite different experiences. Central to this was Cyril himself, who looked after the apprentices, as recalled by Kevin Watkins, who joined the parts department in 1967:

He was like the father of the mechanics, and he took some of these apprentice boys who had some rough edges and smoothed them off and it didn't matter what mischief or what trouble they got into, Cyril was like a dad, and always at their side. Always there to teach them – talking to guys afterwards they would say “We could never have done it without Cyril”. He was such a good guy – even tempered – never saw him lose it – all the apprentices that had Cyril I am sure would say the same that he was incredibly wonderful man and the knowledge he passed onto them.⁵⁸

In addition to the Buick and Chevrolet agencies, Land Rover and Rover were added in the 1950s, later in the decade also English brands Armstrong Siddeley, Simca and Alvis.⁵⁹

When demand for wool skyrocketed and its export price tripled overnight due to the 1950 Korean War, when the United States began to stockpile wool in case the conflict worsened, it became a prosperous time for farmers.⁶⁰ This coincided with HBF Garage receiving Land Rovers, which were snapped up by farmers who were flush with cash.⁶¹

Apprentice Peter Kidd remembers in the days before car transporters, climbing into a car with four or five other garage employees and driving to Wellington to pick up Land Rovers and drive them back.⁶²

The Land Rovers, however, weren't as well suited for New Zealand conditions as they were in England, and needed lots of maintenance – a good money spinner for the garage.⁶³ Peter McNab, who started as an apprentice in 1957, recalls Land Rovers were serviced frequently.⁶⁴

Many clients preferred to deal with one mechanic, such as Sir Andrew Russell and the Fernie family, who only let Roy Small work on their vehicles. Roy, as Peter Kidd remembers, wore a tie while

working. His parents, of German descent, anglicised their surname during World War I, to avoid any recriminations. Roy was so fussy he was reluctant to let any apprentices work on his clients' cars.⁶⁵

The garage had five "pits" where cars would be serviced. Timber boards were laid down and the car was driven over it, and then the boards removed. The mechanic would then climb into the pit to work on gearboxes or remove exhausts. Peter McNab recalls there wasn't much room if you were tall, and it was very cold.⁶⁶ In fact the building was cold in general, and to keep warm, the men huddled around a wood fire in a 44 gallon drum.⁶⁷

In addition to the large workshop area, there was a lube bay – which had hoists to lift cars – a parts department, and a panel shop.⁶⁸

9.1 No remittance licence motor vehicles, 1950 to 1972

Post-World War II the demand for new motor cars in New Zealand outstripped supply, leading to an ageing car population.

All dealers had a long waitlist for new cars, as not enough CKD vehicles – due to import licensing and overseas currency restrictions (which began before World War II) – could be assembled in the country. It was said in 1950 "... a new car remains for many aspiring owners little more than a tantalising mirage".⁶⁹

Government restrictions on using private funds held overseas to purchase a new car also meant importing was not an option.

However, in May 1950, the New Zealand Government announced a "no remittance" scheme which meant a person holding sterling funds in London could use them to purchase and import a new overseas motor car either fully assembled or as a CKD kit sent to an assembly plant in New Zealand of their choice.⁷⁰ This scheme would continue until 26 February 1972.⁷¹

Every CKD car ordered with overseas funds would be assembled at the General Motors plant at Petone, and then the balance of components was paid for in New Zealand. In reward for bringing in an extra CKD car to General Motors above their import licence, the dealer would be rewarded with an extra car allocation.

The scheme was designed to increase the number of cars in New Zealand, in addition to the CKD vehicles assembled here.

Most garages had a specialist no remittance salesperson, and Eric Wells performed this duty for the HBF Garage. He would visit farmers throughout Hawke's Bay who held overseas funds.⁷²

Farmers were therefore in a prime position, and some held back sales of their wool in sterling currency to be used to purchase a car.

The Land Rovers brought in by farmers came fully assembled and had extras already installed such as a radio and a heater.

Garry Mulvanah, who joined the HBF hardware department in 1956, transferred to the HBF Garage in 1964 as chief clerk.

You had a list of people, mostly farmers, who could get a car with overseas funds and the more no remittance cars you could sell the more allocation you got from New Zealand-made cars. A lot of people cashed in their Australian BHP shares to buy cars so those with overseas funds were treated like gods.⁷³

The ongoing shortage of cars in New Zealand meant it was important to keep older cars going, and in the 1950s cars from the 1930s were still being reconditioned.⁷⁴ Frequent servicing and repairs provided a brisk trade for the HBF Garage.⁷⁵

Those lucky enough to secure a new car under the no remittance licence could go back to the dealer every 18 months and trade in the vehicle for more than what they paid it for it, and HBF could sell it for it for more again.⁷⁶

An unusual addition to the HBF Garage in the 1950s was a Zundapp two-stroke scooter, which Peter Kidd remembers coming into the country in crates for the mechanics to assemble. It wasn't a great success as the two-stroke motor required a mixture of petrol and oil, which most people didn't get right.⁷⁷

10.0 The 1960s

Stuart Cheyne joined in 1964 to become a Land Rover and used car salesman. He remembers their total allocation of new cars and station wagons from General Motors for that year was 50 vehicles – which mostly went to farmers. “Farmers really had the priority, because – well it got political at times – and we had to bend to the favour of the mercantile company [HBF] as he was told ‘so-and-so was such a good client he needs to have a new car’.”⁷⁸

Manager Bob Williamson told Stuart that they had to be aware of the problems when allocating new cars in such a way:

Bob would say to me “That next car, ring up [name withheld], but be careful as his sister is married to so-and-so, and his sister to so-and-so and they all farm in the same area.” So that is exactly what would happen, you would sell a car and after a couple of weeks they would hear about the car and drift in and say “Where am I on the list? I see so-and-so got a new car – so how did he manage to get one before I did? I am sure my name has been down longer than his.”⁷⁹

The HBF Garage did not have enough room in its building to show cars, and only one could fit between the petrol pumps and parts departments. There was a used car yard behind the building⁸⁰ and around 1964 this moved to the corner of Heretaunga Street and Tomoana Road.⁸¹

Stuart became manager of the HBF Garage in 1966, and Kevin Watkins joined in 1967 to work in the parts department. Above the area at the front of the garage was a mezzanine floor, where panel parts were kept. It was also home to what Kevin described as “rats half the size of cats”. Assistant manager Hal Jonas had a phobia of rats, so when the parts manager Merv Smith wanted Hal to get a panel, he would plead Kevin to go up instead.⁸²

To measure how much petrol was left in the underground tank, every morning and night a reading was taken using a graduated stick which had markings for every 50 gallons. In charge of this was Norm Richards, who was meticulous with his records, and he was puzzled at times when the readings didn't match how much petrol had been taken out of the tank. It turns out the petrol was contracting and expanding in the cold and heat.⁸³

The role of HBF Motor Division general manager was shifted in 1967 to the Napier branch in Dickens Street.⁸⁴

11.0 A wholly owned subsidiary in 1970: Farmers Motors

There were plans in the late 1960s to build a new garage on the corner of Tomoana Road and Heretaunga Street West where the used car yard was, but a new set of circumstances would stop this.⁸⁵

General Motors, according to accounts from various employees who worked at the HBF Garage, wanted to combine their various dealers to have one dealer per town.⁸⁶

In preparation for this, it appears HBF created a wholly owned subsidiary, putting the garage into a separate company.

In November 1970 the company was advertising itself as Hawke's Bay Farmers' Holden, with the HBF logo.⁸⁷ However, by 1 December 1970 a new entity had been formed under Holden logo, and a new name, Farmers Motors.⁸⁸

11.0 Baillie Farmers Motors

Baillie Motors was established around 1936 on the corner of Hastings and Eastbourne Streets by Guy Baillie. This company in 1970 carried the General Motors Vauxhall and Bedford franchise in Waipukurau, Wairoa, Hastings and Napier.

Farmers Motors had the General Motors Holden franchise for the same locations, as well as a branch in Dannevirke with the Vauxhall and Bedford franchise.⁸⁹

Sir Edwin Bate, chairman of Baillie Motors Limited, then a public company, had announced in May 1970 that merger discussions were underway with HBF.⁹⁰

Garry Mulvanah, who was employed at Farmers Motors, said that this period was very unsettling for the staff, but nothing was agreed upon between the two companies.⁹¹

However, the following year an announcement was made on 8 September that a merger would take place on 1 November 1971.⁹² Shareholders of Baillie Motors Limited would receive a bonus share for every five shares they held, and HBF was then issued half of the total capital of the new company, Baillie Farmers Motors Limited, of 1,080,000 shares of 50 cents each.⁹³ Past employee Kevin Watkins recalls his feeling about the merger was that: "Everyone at Hawke's Bay Farmers' felt they had been shafted, but that's what General Motors wanted."⁹⁴ Peter McNab chief clerk of Farmers Motors said it had been a good business up to the time of the merger.⁹⁵

On 24 November 1966, Baillie Motors had opened a new head office on the corner of Nelson and Queen Streets.⁹⁶ The employees of the former Farmers Motors would relocate to this site.⁹⁷ Baillie Motors also had a petrol and lube station on the other corner of Nelson and Queen streets, and further up Queen Street West, a truck workshop and sales depot.⁹⁸

Baillie Motors general manager Gilbert Lloyd would be appointed in the same position for Baillie Farmers Motors Limited.⁹⁹

The fate of 206 West Queen Street and the used car yard

The former Farmers Motors building at 206 Queen Street West was never used again as a garage and the petrol pumps were removed.

The used car yard was also closed on the corner of Heretaunga Street and Tomoana Road.¹⁰⁰

Natusch, Shattky and Co, registered architects of Napier, drew plans in 1972 to convert the original 1926 part of the garage building into a retail liquor store for HBF, and the 1934 addition was converted to 27 car parks.¹⁰¹

After a series of mergers HBF had ceased to exist by the 1990s, and the former garage building went into various private ownerships.¹⁰²

In 1996, the car parking area was turned into another retail store for Payless Plastics, and the front of the building was altered to enclose the former petrol pump area. The former liquor store was taken over by Briscoes in the early 1990s.¹⁰³

Hastings District Council took ownership of the building in 2019 and announced a range of possible uses for the building, including commercial tenancies, covered car parking, and residential/mixed use.¹⁰⁴

However these plans were scuttled when two subsequent engineering reports revealed the building “was significantly less than 34% of the NBS [new building standard]”. The cost of restoring the building, according to the authors of the reports, would be “very expensive”, and “would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised”.¹⁰⁵

¹ *Daily Telegraph* (9 January 1888).

² *Ibid.*

³ *Ibid.*

⁴ *Ibid* (27 April 1888).

⁵ Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.98.

⁶ *Hawke's Bay Herald* (11 January 1892).

⁷ Retrieved from <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc06Cycl-t1-body1-d2-d27-d46.html> on 8 March 2022.

⁸ *Hastings Standard* (30 April 1896).

⁹ *Ibid* (9 September 1902).

¹⁰ *Hawke's Bay Herald* (12 November 1902).

¹¹ *Hastings Standard* (18 January 1908).

¹² *Waipawa Mail* (13 October 1908).

¹³ *Hastings Standard* (23 August 1909).

¹⁴ *Ibid* (9 November 1915).

¹⁵ *Ibid* (17 February 1911).

¹⁶ *Wise's New Zealand Town Directory*, Hastings. 1910, p.452.

¹⁷ *Hastings Standard* (17 July 1912).

¹⁸ *Ibid* (3 August 1912).

¹⁹ Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.123.

²⁰ *Waipawa Mail* (19 October 1912).

²¹ *Hastings Standard* (4 December 1912).

²² *Waipawa Mail* (24 October 1914).

²³ The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

²⁴ *Hastings Standard* (13 June 1919).

²⁵ The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

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- ²⁶ Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington. p.243.
- ²⁷ *Hawke's Bay Tribune* (16 July 1926).
- ²⁸ *Stratford Evening Post* (25 February 1926).
- ²⁹ *Hawke's Bay Tribune* (16 July 1926).
- ³⁰ *Ibid* (6 November 1929).
- ³¹ Retrieved from https://en.wikipedia.org/wiki/General_Motors on 17 March 2022.
- ³² *Hawke's Bay Tribune* (6 January 1927).
- ³³ *Nelson Evening Mail* (23 June 1926).
- ³⁴ Retrieved from https://en.wikipedia.org/wiki/General_Motors#New_Zealand on 17 March 2022.
- ³⁵ *Evening Post* (20 January 1926).
- ³⁶ *Hawke's Bay Tribune* (6 January 1927).
- ³⁷ *Ibid* (2 November 1929).
- ³⁸ Cyril Smith, speech notes (undated). Collection of Heather Pulford.
- ³⁹ *Manawatu Herald* (3 January 1929).
- ⁴⁰ *Manawatu Times* (3 January 1929).
- ⁴¹ *Manawatu Herald* (3 January 1929).
- ⁴² *Hawke's Bay Tribune* (2 January 1929).
- ⁴³ *Manawatu Herald* (3 January 1929).
- ⁴⁴ *Hawke's Bay Tribune* (4 July 1930).
- ⁴⁵ *Ibid* (7 January 1930).
- ⁴⁶ Fowler, M B (2007). *From Disaster to Recovery: The Hastings CBD 1931–35*. Michael Fowler Publishing Limited, Havelock North, p.12.
- ⁴⁷ *Manawatu Standard* (14 February 1931).
- ⁴⁸ Fowler, M B (2007). *From Disaster to Recovery: The Hastings CBD 1931–35*. Michael Fowler Publishing Limited, Havelock North, p.12.
- ⁴⁹ *Ibid*, p.9.
- ⁵⁰ *Ibid*.
- ⁵¹ *Ibid*, p.12.
- ⁵² *Hawke's Bay Tribune* (1 November 1934).
- ⁵³ Crabbe, S J (20 September 1934) Architectural Plans. Proposed addition to premises Hastings for Hawke's Bay Farmers' Co-op Assn Ltd.
- ⁵⁴ Peter Kidd, personal communication. (28 March 2022).
- ⁵⁵ Cyril Smith, speech notes (undated). Collection of Heather Pulford.
- ⁵⁶ *Ibid*.
- ⁵⁷ *Ibid*.
- ⁵⁸ Kevin Watkins, personal communication (9 March 2022).
- ⁵⁹ Peter Kidd, personal communication. (28 March 2022).
- ⁶⁰ Retrieved from <https://nzhistory.govt.nz/war/korean-war/impact> on 31 March 2022.
- ⁶¹ Peter Kidd, personal communication. (28 March 2022).
- ⁶² *Ibid*.
- ⁶³ *Ibid*.
- ⁶⁴ *Ibid*.
- ⁶⁵ *Ibid*.
- ⁶⁶ *Ibid*.
- ⁶⁷ *Ibid*.
- ⁶⁸ *Ibid*.
- ⁶⁹ *Otago Daily Times* (7 July 1950).
- ⁷⁰ *Gisborne Herald* (29 May 1950).
- ⁷¹ *The Hawke's Bay Herald-Tribune* (28 October 1971).
- ⁷² Garry Mulvanah, personal communication (9 March 2022).
- ⁷³ *Ibid*.
- ⁷⁴ Peter Kidd, personal communication (28 March 2022).
- ⁷⁵ *Ibid*.
- ⁷⁶ Peter McNab, personal communication (22 March 2022).
- ⁷⁷ Peter Kidd, personal communication (28 March 2022).
- ⁷⁸ Stuart Cheyne, personal communication (20 March 2022).
- ⁷⁹ *Ibid*.

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- ⁸⁰ Heather Pulford, personal communication (17 March 2022).
- ⁸¹ Stuart Cheyne, personal communication (20 March 2022).
- ⁸² Kevin Watkins, personal communication (9 March 2022).
- ⁸³ *Ibid.*
- ⁸⁴ Heather Pulford, personal communication (17 March 2022).
- ⁸⁵ Peter McNab, personal communication (22 March 2022).
- ⁸⁶ Kevin Watkins (8 March 2022). Stuart Cheyne (10 March 2022), Peter McNab (22 March 2022), personal communications.
- ⁸⁷ *Hawkes Bay Herald-Tribune* (2 November 1970).
- ⁸⁸ *Ibid* (3 December 1970).
- ⁸⁹ *Press* (15 May 1970).
- ⁹⁰ *Ibid.*
- ⁹¹ Garry Mulvanah, personal communication (9 March 2022).
- ⁹² *Press* (9 September 1971).
- ⁹³ *Ibid.*
- ⁹⁴ Kevin Watkins, personal communication (9 March 2022).
- ⁹⁵ Peter McNab, personal communication (22 March 2022).
- ⁹⁶ Retrieved from <https://collection.mtghawkesbay.com/objects/10029/hastings-mayor-mr-r-v-giorgi-opens-baillie-motors-new-building-complex> on 30 March 2022.
- ⁹⁷ Kevin Watkins, personal communication (9 March 2022).
- ⁹⁸ *Ibid.*
- ⁹⁹ *Ibid.*
- ¹⁰⁰ Stuart Cheyne, personal communication (20 March 2022).
- ¹⁰¹ Hastings District Council archives. File: Erect New premises, 1972.
- ¹⁰² Kelly, Michael and Cochran, Chris (2012). Report to Hastings District Council. *Hawke's Bay Farmers' Co-operative Garage, Queen Street, Hastings*. Inventory Number 12; Property ID: 25706; TRIM Reference 25706#002#0005, p.4.
- ¹⁰³ *Ibid.*
- ¹⁰⁴ Megan Gaffaney, personal communication, (5 April 2022).
- ¹⁰⁵ Megan Gaffaney, personal communication (9 February 2022).

CHRONOLOGY

206 QUEEN STREET WEST - OPTIONEERING / DECISION MAKING PROCESS

This provides a record of the investigations, development and optioneering process done to date on this project.

June 2017

HDC Purchase 223 Heretaunga Street West, Hastings

December 2018

HDC Purchase 206 Queen Street West, Hastings

2018/19

Laneway concept developed for 223 Heretaunga Street West

- Design Team developed the concept for the laneway through 223 HSW Site.
- Structural investigations, Strata Group. Ref PRJ19-149-0067
- Asbestos survey and report completed
- Te Aranga Principles considered Ref STR-24-4-20-108 & 20/1053
- Cost Estimate completed Ref PRJ19-149-0067

Consulted with adjoining laneway land owners. They requested improvements to the infrastructure due to long standing issues and explore the ability to open their tenancies onto the proposed laneway.

HDC sought partial sale by tender of site 206 QSW sought (900sqm) by Bayleys Real Estate. Tender date 19 July 2019. However, this did not result in a sale.

The laneway phase of project was then paused due to uncertainty of the future plans for 206 QSW Site. Project put on hold.

Recommended 206 Queen St West Project (QSW) late 2019

Objective: Optioneering process to determine preferred future uses and site layout

Design Team developed 15 design concepts that included all ideas from full retention to partial retention to minimal retention of 206 QSW building. Also explored a range of land uses and combinations of land-uses.

Heritage Advice sought: Done in consultation with Jeremy Salmond to explore retention and re-use options.

- Te Aranga Principles considered – Jacob Scott and Dr James Graham
- Council workshop ‘Walkabout’ site, March 2019 Ref: 25706#001#0024
- Council workshop ‘Fringe Group Walkabout’ site, April 2019 Ref: 25706#001#0026
- Walkabout with Hawke’s Bay Historic Places Trust Ref: PRJ19-149-0193
- Councillor Workshop 22 September 2020 – 7 options Ref: PRJ19-149-0224
- Councillor Workshop 24 November 2020 – 3 options Ref: PRJ19-149-0224

15 Options for 206 QSW

Initial scoping of site constraints appraisal undertaken.

Reports commissioned – Strata Group for seismic design solutions to retain the building.

- Estimated cost to strengthen entire building \$5 million
- Estimated cost to strengthen single barrel \$3.6 million

Costings were peer reviewed and agreed on cost to strengthen. Several designs were considered to try to reduce the cost, but made no meaningful difference.

In March 2020 we had 15 options for 206 Queen Street West, 1 -15, that were shown on site plan layouts dated 16 March 2020 and one Jeremy Salmond (Heritage Advisor) residential maisonette full heritage option included.

All options incorporate a pedestrian walkway through the site and envisage commercial activity to sleeve Queen Street West (mainly within the location of the eastern bay of the existing heritage building).

Many of the 15 options are variations of the same generic option. The differences between the options are based on variations with regard to:

- intended land-use of the site (commercial, carparking, residential, open space)
- the specific layout of the proposed uses
- the degree of protection/re-use of the existing heritage building

Urban Design

The options were peer reviewed by Deyana Popova, Urban Perspectives Ltd.

She organised the options into 4 generic 'development scenarios' based on land-use and spatial layout. These are referred to as Scenario A – D:

Scenario A: The primary use of the site is for carparking + some commercial tenancies along Queen Street West (within the location of the eastern bay of the existing building). These include Options 1, 2, 4 and 10.

Scenario B: Combination of carparking and open space + some commercial tenancies along Queen Street West (within the location of the eastern bay of the existing building). These include Options 3, 5 and 8.

Scenario C: Combination of residential, open space, carparking + some commercial tenancies along Queen Street West (within the location of the eastern bay of the existing building). These include Options 6, 7, 9, 13, 14 and 15.

Scenario D: Combination of residential, carparking + some commercial tenancies along Queen Street (within the location of the eastern bay of the existing building). These include Options 11 and 12.

Deyana (Urban Perspectives Ltd) gave her preferred 4 options that were based on the following criteria:

- 1) Contribution to CBD activity**
- 2) Vitality and safety of the CBD with reference to the following outcomes:**
 - a) street edge definition and activity along Queen Street West frontage of the site
 - b) clear and sheltered pedestrian through-route, clarity of overall spatial layout
 - c) mid-block usable open space that feels safe and inviting to use
 - d) opportunities for residential development to activate the area and improve its safety
 - e) heritage character of the existing building or parts of it retained

Reduced to 7 Options

After urban design review we refined this to 7 options, with some minor variations to the original 15.

March 2020 (Lockdown time)

Deyana assessed the 7 options and also provided some revisions of the reviewed options and these re labelled 1A, 1B, 2A, 2B, 3A & 3B, 4A & 4B, 5A & 5B. (Hand drawn)

Drawings 1,2,3a and b, 4a and b, 5a and b dated 10 April 2020 were sent to Rachel Stuart, HDC Public Spaces Manager and Jeremy Salmond, Heritage Architect for comment (11 April). This is recorded in PRJ19-129-0140.

Jeremy Salmond's General Observations of the reduced 7 options:

1. Options which result in loss of part of east vault have poor heritage outcomes – referred to in Brent's drawing as "partial" or "medium" retention of heritage fabric are largely unsatisfactory;
2. The introduction of multi-storey construction (3 levels or more) – (except at rear of site) is potentially unsatisfactory for heritage but also from an urban design perspective;
3. The Salmond Reed Architects residential option demonstrates how two-storey construction could be accommodated within the heritage fabric of the west vault (with some modification) – no greenspace.

Salmond Reed Architects option involving the conversion of 206 QSW to residential was to be a costly option and not considered financially feasible.

The Addition of a Commercial Option "6"

Another concept was added for consideration April 2020 - Option 6. Subsequently 4 variations of this were developed to achieve similar outcomes, with varying degrees of heritage retention.

Option 6 was then revised with Option 6A, dated 12 May 2020. The difference being that instead of retaining and converting the existing east vault into commercial tenancies it would be replaced with a new single storey mono-pitch building for commercial tenancies. Option 6 was further refined following meeting with structural engineers on 15 May 2020 into "Options 1 and 2" dated 18 May 2020.

Options 1 and 2 (call these 6B and 6C) are commercial variations of Option 6 – 19 May 2020

Option 1 (6B) comprises 3 key components described from front (Queen St) to back as follows:

- 480m² floor area for commercial use (Retain Front Façade + new square shaped two storey commercial building behind (320m² floor plate or 16m x 16m) + retention and strengthen existing east vault building (floorplate 16m x 32m) - no parking for commercial tenancies

Option 2 (6C) comprises three key components described from front (Queen St) to back as follows:

- 480m² floor area for commercial use - Retain Front Façade + new square shaped two storey commercial building behind (320m² floor plate or 16m x 16m) + new mono-pitch single storey building to rear (floor plate 350m² or 11m x 32m) + parking for commercial tenancies

Strata Group based their preliminary structural design on Options 1 and 2 (6B and 6C) above. Shown on drawings dated 19 May, 2020.

An expression of interest in the site for commercial office was received however, only interested in a new building to lease, and not interested in conversion of existing building.

17 September 2020

Meeting held with Hawke's Bay Historic Places Trust– to update on 7 options. They preferred a residential future and would like key elements of the building retained – façade, some trusses and brick elements.

Workshop with Council 22nd September, 2020

7 options presented to Council. Their preference was for a park, walkway, laneway and public parking though we were instructed to further exploration of commercial and structural 'Uncertainties' to determine future use of the EBV.

Structural appraisal and peer review

A further structural review undertaken with Strata Group and later SpencerHolmes (Jon Devine) confirmed it's not possible to temporarily prop the East Barrel Vault (EBV) part of the building. They advised that it would need full seismic strengthening work done to meet seismic requirements – est. cost \$3.6m.

The receipt of this further information from the structural engineer had significant implications for the option to demolish the middle and west while keeping and temporarily propping the EBV until a future use could be determined.

Until this time, this was our preferred pathway as it would enable us to implement the civil works while keeping options open for the EBV. This information was reported back to Council at the workshop on 22nd September 2020.

Addition of Options 8 and 9

Option 8 – It came to our attention that a local investor was looking to invest in the CBD with an interest to assist with vitality of the CBD. This was where the existing EBV building would complement the IMS building for apartments with covered car parking. Later they confirmed that they had priorities elsewhere – though still keen to invest in the City at some point in time.

Option 9 – Another investor asked if they would be interested in facilitating a development on 206 for a local entity's head office. **They viewed the various options for the site and expressed an interest in the site for residential apartments only.**

17 November, 2020

Meeting with Hawke's Bay Historic Places Trust

We updated the Trust on the 3 additional options and why. They understood that the cost complexity and risk to retain and strengthen the EBV building is untenable. They expressed that they would like to see some features of the history in the redevelopment.

Council Workshop, 24 November, 2020

Down to 3 options.

These final 3 options are considered viable propositions based on all the above factors and the further information received on commercial interests and costs and structural requirements to upgrade the building.

Due to unsuccessful partial sale by tender an expression of interest process was undertaken and a preferred developer selected – 8/12/20

December 2020 – Council approval of concept

Council meeting 8th December to decide on preferred option based on the work done to date and Council priorities.

Council supported Option 9 - a land use mix consisting of residential apartments and public open space, public parking and pedestrian laneway.

They supported progress based on demolition, with retention of façade.

Due to unsuccessful partial sale by tender an expression of interest process was undertaken and a preferred developer selected.

2021

Objective: To acquire all land necessary to enable redevelopment

Objective: To understand detailed site constraints and opportunities

March 2021

Alteration to site layout – ‘Rethink’ Option

The adjoining owner of ‘IMS’ building expressed concern about loss of light to the north facing windows of his building resulting from a 3 storey building being located in the 206 East Barrel Vault location. He wanted the option in future to convert this commercial building to residential use. As a result of that we listened, had a ‘re-think’ to address his amenity concern and this resulted in flipping the concept so that the apartment building would occupy the west barrel vault location and the park would occupy the east barrel vault location with the walkway running through the centre of the site. Presently this option being investigated for viability.

April 2021

Asbestos Building Management Survey by Pattle Delamore Partners Ltd (PDP) undertaken.

Finding: 18 bulk samples collected and asbestos confirmed/assumed to be present in some locations of the building.

Re-consulted with seven key stakeholders on the flip design including Hawke's Bay Historic Places Trust and M Fowler, Historian. All in support.

Needed a heritage architect to provide expertise for resource consent. Engaged Ann Galloway Architect Ltd.

Needed a Planning Consultant to prepare Resource consent – Janeen Kydd-Smith, Sage Planning Limited engaged.

June 2021

Council informally updated and shown the Rethink Plan and reasons provided.

Asbestos removed by Hastings Demolition and removal of verandah (dangerous structure) Resource Consent approval granted and Building Consent Exemption obtained.

Verandah removed 15 June 2021.

Project re-costed to understand any changes resulting from the rethink design layout.

Mid 2021 – Purchased adjoining vehicle accessway to complete land requirements for proposal. This accessway will be widened and designed to meet engineering standards and provide a two-way primary service lane for the development area.

2022

Objective: Lodge Resource Consent

This year is about gathering all necessary information for the Assessment of Environmental Effects for resource consent. Because this is a public project of significance the resource consent will request publicly notification. Also independent processing Planner and hearing commissioner for the consenting process. Plan the public engagement and communications - use the shop space at 223 HSE as a display space and for community engagement.

The quality of the public space to be created is critical to the safety, amenity and functioning of the site and city block as a whole. Expertise from Rachel Stuart, Public Spaces Manager, Charlie Ropitini, Pou Ahurea, and inputs from manawhenua creatives (Alex Heperi and Tamati Holmes) were brought on the design team to design the concept for the park and the laneway. Design of these spaces underpinned by honouring the past in the design elements. Te Aranga Design Philosophy applied. Also expertise from Civiltec to oversee civil works including carpark, manoeuvring, service lane and three waters considerations.

- CPTED assessment report prepared (reviewed by Urban Perspectives Ltd)
- 3 Waters Report (Infir)
- Transport / Parking assessments (Urban Connection)
- DSI Contamination Testing & Report (EAM Consulting)

Project Chronology – 2017 – 2025

- Heritage Assessment, Ann Galloway
- Structural Appraisal, Strata Group & peer review Spencer Holmes
- Social History, M Fowler
- Geotech Report, RDCL

Further updates to Hawke's Bay Historic Places Trust:

- 26 May
- 21 June 2022

Update to Council:

- 30 June – Council approved the lodgement of Resource Consent based on the concept shown at the meeting

Hastings City Business Assn:

- 3 August 2022

Heritage New Zealand Pouhere Taonga:

- Contacted Central Area Manager, D. Raymond- referred to Conservation Advisor, F Bradley. Discussed proposal by phone 8th August 2022.

Next steps

Finalise documentation and lodge resource consent with HDC – second / third week August 2022.

2023

Objective: Resource Consent Approval

Objective: Clear site and commence staged redevelopment

2024

Objective: Construction of apartment building, park and all other civil works

2025

Objective: Project completion, apartments occupied by residents end 2025 early 2026.

Structural Appraisal - Considerations that lead to the decision to proposal to retain only façade of HB Farmers Co-op Garage

Date: 11th August 2022

Author: Megan Gaffaney, HDC

As recorded in the Chronology, Appendix B, the project Design Team undertook extensive optioneering over a period of approximately 3 years to ensure that about 20 development options were canvassed before settling on this resource consent proposal.

This proposal includes partial demolition (retaining the facades) of two buildings in the Hastings CBD, creating a new mixed use residential/commercial building, new carparking, an urban park and a laneway connecting two of the main commercial streets.

Respect for heritage has been an underpinning principle throughout this project and particularly that the Hawkes Bay Farmers Coop Garage building is a Heritage Item and was a cornerstone consideration for all decision making in considering its future.

The optioneering process took into consideration a broad range of factors including the heritage value, the future use and desirability of the building for commercial or residential use, the form of the internal spaces, the condition of the building / material and composite parts, the cost and design to strengthen to required seismic standards and what the strengthening interventions would mean for the integrity of the original form, including the poor foundations identified in the Geotechnical Assessment are some of the factors considered.

“Saving the Town Heritage Toolkit” by Heritage NZ Pouhere Taonga advised on prioritising which buildings should be focused on when not all can be saved or adaptively reused. The Toolkit advised that the level of heritage significance and the townscape contribution of heritage buildings should be a key factor in prioritising efforts to save them.

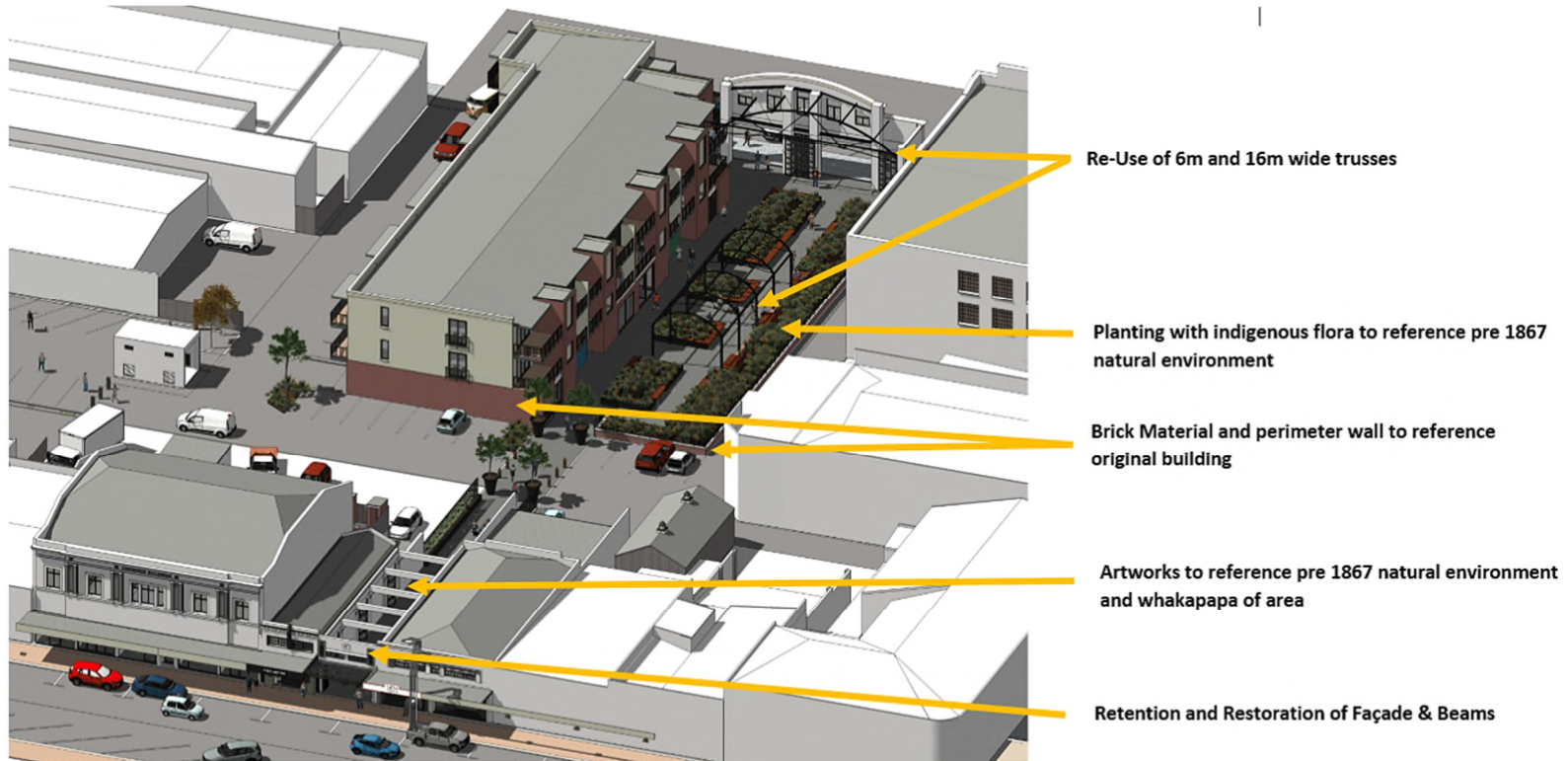
Hastings city has two Category I heritage buildings that the community value very highly, being Toitōi, the Opera House and recently opened Municipal Building which has been adaptively reused. Council prioritised the restoration of these two buildings and funded these to the value of approximately \$40 million.

While full restoration and adaptive reuse was comprehensively explored under the advice of Heritage Architect, Jeremy Salmond, Salmond Reed Architects, Council made the decision to proceed with the redevelopment of this site which included the partial demolition (while retaining facades).

The following structural appraisals were a critical factor in determining the preferred option for redevelopment. Honouring the past for this project meant including and restoring key heritage features (favoured by Local Branch Heritage Group) to tell the story of the site and the Hawke’s Bay Farmers Garage story and Hastings pre-1867 natural and cultural environment in the redevelopment.

The following drawings broadly illustrate the physical elements to honour the past in this proposal.

Heritage Elements in Redevelopment





Structural Appraisal and Peer review

Before the current proposal was settled on, other options to retain and restore were considered in depth. This was to demolish the middle and west barrel vaults while keeping and temporarily propping the east barrel vault until a future land use could be confirmed. In 2020, costings of partial and total earthquake strengthening alone were obtained and in the order of \$5 million. That costing was peer reviewed and arrived at a similar cost. An option to retain one of the barrel vaults was seriously considered that would require temporary propping. Temporary propping was checked with Structural Engineers, Strata Group and later Jon Devine Director of Spencer Holmes Ltd confirmed it's not possible to temporarily prop the East Barrel Vault (EBV) which was the preferred pathway at that time due to regulations AS/NZS 1170.0:2002. See next pages.

The Structural Engineers advised that propping (whether temporary or permanent) would require full seismic strengthening work done to meet seismic requirements at a multi-million dollar cost, was not financially prudent for Council to do.

The receipt of this information from the structural engineers had a critical bearing on the option to demolish the middle and west while keeping and temporarily propping the EBV until a future use could be determined.

Until this time, that had been the preferred pathway as it would have enabled Council to implement the civil works while keeping options open for the East Barrel Vault. That information was reported back to Council at the workshop on 22nd September 2020. Following that the design developed and arrived at the proposal to retain façade, trusses and other lesser heritage elements and integrate into the redevelopment.

Summary

Taking into account the various factors and options, Council approved the overall direction for the concept of a three storey apartment building, retention of HB Farmers façade, laneways, urban park, public parking and vehicle service lane and that the resource consent be publicly notified and that an independent commissioner be appointed to hear and decide on this consent.

Structural Appraisal – Strata Group

Preliminary Engineering Assessment Technical Summary.

Building Information	
Building name / description	Ex Farmers Co-Op & Briscoes Building
Street address	206 Queen St West, Hastings
Territorial authority	Hastings City Council
No. of storeys	1-2+ story warehouse with front section having a mezzanine floor. This was historically removed.
Year of design (approx.)	Original building Approx. 1924. Significant post 1931 earthquake additions and renovations. This document covers the original 1924 building with the post 1931 buildings considered similar.
NZ Standard designed to	Not Known
Structural System including Foundations	<p>Basic Structural systems:-</p> <p><i>Transverse stability</i>- A steel truss curved roof on a mixture of URM walls and cantilever concrete columns and beams. Transverse stability Mechanism is unreliable.</p> <p><i>Longitudinal stability</i> – North elevation consists of a concrete column/beam cantilever frame. The south wall consists of a mixture of concrete cantilever frame with infill panels and self-supporting URM cavity walls.</p> <p><i>Roof plan bracing</i> - There is no roof bracing system to the steel truss system. The cladding is curved longrun roofing.</p> <p><i>Foundations</i> are assumed as a mixture of concrete tie/cantilever ground beams placed under an original 125 m unreinforced concrete slab. A 60 mm unreinforced topping slab has been placed over the original slab. There is no DPM or granular hardfill under the slab or foundations.</p> <p>Foundations to the Façade are unknown, URM load bearing walls and infill panels may have a mixture of URM and concrete foundations.</p> <p>Further details</p> <p><i>Roof:</i> Steel truss with curved 'railway rail' top chord and steel tension rods for bottom chords and webs. A hung ceiling hangs from the truss system. Curved longrun roofing follows the truss profile. Trusses are supported on a mixture of Un-Reinforced Masonry (URM) brick cavity walls and early concrete frame/capping beam.</p> <p><i>Walls:</i> Concrete frame consisting of columns and beams in some locations with URM infill panels. Some URM walls directly support the roof trusses (south wall) with no concrete frame and out-of-plane restraint. Multiple infilling of historic openings in walls are evident with brick and modern URM. Concrete columns are assumed as cantilevered with a transverse concrete beam under a ground bearing concrete slab.</p> <p>The south wall has an unrestrained URM parapet with internal gutter.</p> <p><i>Rear Façade:</i> 2+ level approx. concrete frame with Brick URM infill panels. The frame is only tied to the outer longitudinal wall concrete frame. Timber purlins only connect the façade walls to the roof and they are not directly fixed. A deep concrete parapet extends above the roof line. It is only restrained at the ends to the longitudinal walls.</p> <p><i>Front Façade:</i> 2+ level approx. concrete frame with Brick URM infill panels. The frame is only tied to the outer longitudinal wall concrete frame. Timber purlins only connect the façade walls to the roof and they are not directly fixed. There is significant window penetrations to this facade with concrete lintels. The lintels are not connected to the main concrete frame. The parapet extends above the roof line and could be concrete or URM.</p>
Key features of ground profile and identified geohazards	<p>Regional geological maps indicate the site is underlain by Holocene river deposits, comprising poorly consolidated alluvial gravel, sand and mud (HB Hazards).</p> <p>A geotechnical investigation By RDCL Hastings found the site to have a High to very High Risk of liquefaction assuming an Importance Level = 2; and minor surface expression of liquefiable material; with free-field vertical settlement in the order of ~120mm;</p> <p>Differential settlement in the order of ~50mm.</p> <p>For the anticipated level of ground deformation, the existing shallow foundations are unlikely to resist displacement so that significant damage to the structure is likely.</p>
Previous strengthening	None Known.

Building Condition

This 1920-1930's building shows various signs of degradation from minor to severe. The following is a basic summary of building elements with visual poor to average condition.

Condition of notable building elements – 1924 original building.

DRAFT

20/11/2020

	Element	Condition	Reasons
1.	Roof & Cladding	Poor – Cladding requires replacing. Roof is not watertight.	Longrun roofing leaking and external surface is severely corroded. Building paper rotted.
		Poor to Average - Purlins aged and require upgrading.	Purlins water stained in some areas with potential degradation.
		Poor to average - Internal gutters require upgrading.	Internal gutters leaking into building
		Timber Atriums upgraded	Timber aged - Atriums require further inspection. There are signs of water ingress.
2.	Front Facade Canopy (street Canopy)	Poor – requires upgrading. In its current condition it is deemed a hazard. Requires Propping or underneath protection for public.	Not watertight & drainage system may not be effective. Historical upgrades have added additional weight. If the gutters are blocked and the internal area fills up with water the historical structural support system may not be able to support it.
3.	South wall	Poor – Mixture of concrete frame Unreinforced Masonry (URM) brick	Soft brick and mortar (shaded elevation) Severe cracking to concrete beams – some recent cracks. URM Parapet condition questionable and internal gutter leaking.
4.	West Facade (Rear)	Average	Severe cracking to parapet concrete frame connection at south wall
5.	Ground bearing slab	Average	Some water ingress/dampness may occur through slab joints at the south west corner. No DPM or granular hardfill.
6.	Internal concrete	Carbonation damage. To be determined.	Building used as vehicle show room and workshop. Internal Humidity.

Notable Severe Seismic Structural Weaknesses

	Element	Severe Structural Weakness	Potential Hazard
1.	Roof Systems	No longitudinal bracing system to brace seismic roof forces to the walls. No roof bracing to transfer or front east and west Facades roof plane seismic forces to the walls	Upper Façade instability and failure. Racking and crushing of roof and collapse of roof trusses. Heavy atrium elements inadequate support.
2.	Front east façade (street)	Inadequate concrete frame to support the upper façade structure. URM Brick upper façade with large window penetrations and unconnected concrete lintel beams. Unknown Concrete support system to the concrete support structure and lack of tying to the longitudinal walls.	Potential failure of the upper façade and parapet. Potential failure of facade
3.	West façade (rear)	Heavy wall with inadequate concrete frame. Refer to 2. above. Deep Concrete parapet is only connected to the end walls and one connection shows significant cracking. URM brick infill walls inadequate	Potential failure of facade
4.	South wall	Inadequate out of plane concrete columns and URM brick load bearing walls.	Potential failure of the URM load bearing walls and infill panels. Failure of the slender concrete cantilever columns.
5.	South wall Parapet	Unsupported tall concrete parapet	Potential failure of concrete parapet into the building and south accessway.
6.	Front Facade Canopy (street Canopy)	Heavy Canopy has no bracing back to building. Support structure unknown	Collapse of canopy into footpath.
7.	Foundations	Geotechnical investigation confirms High to very High Risk of liquefaction; and Minor surface expression of liquefiable material will occur. Liquefaction induced vertical settlement in the order of ~120mm, assuming Importance Level (IL) 2.	For the anticipated level of ground deformation, the existing shallow foundations are unlikely to resist displacement so that significant damage to the structure is likely and the potential collapse to some areas. The Concrete cantilever column system integrity is suspectable to ground deformation.

J:\Hastings District Council\J5177 - Ex Briscoes Shop Upgrade - 206 queen st\1 - Design\201119 Short report.docx

Despite any historical relevance of this building, future development would require considerable cost to strengthen or replace any structure that is to remain. One would have to carefully consider the worth to having this building completely upgraded. This also includes retaining the façades.

20/11/2020

Peer Review from Jon Devine jwd@spencerholmes.co.nz

Hi Megan

RE: Review of draft report on 206 Queen Street West

On the 11th November 2020 we undertook an inspection of the building at 206 Queen Street West, Hastings, and we have reviewed the draft report on the condition of the building by Richard Openshaw of Strata Group Consulting Engineers (SGL) dated 20 November 2020, and comment as follows.

The building is a single level industrial building from approx. 1920s, constructed of un-reinforced masonry (URM) construction with some reinforced concrete columns and beams within the walls. The front façade is two levels, as there was a mezzanine at this end of the building which has been removed, and the concrete framing of the mezzanine provides some framed support to this front façade. The other three exterior walls are of cantilever construction. There is no cross bracing to the roof to provide any kind of diaphragm to distribute load through the building to support the walls out of plane.

The roof framing has a unusual “bow” type truss using railway irons as the curved top chord, and steel rod to form the bottom tension chord, and some diagonals. There are three bays of this roof truss, with the outside two being substantial spans and the middle span being significantly smaller. Whilst this truss style is unusual, it is not unique, with numerous examples of it throughout New Zealand from around that time.

The condition of the building is very poor. The roof and internal gutters appear to be leaking, and the ground floor slab does not appear to be waterproofed. The URM walls show the mortar is eroded in areas, and there are a number of significant cracks to the side and rear walls.

The building would be considered to be an earthquake prone building, in that the seismic strength of the building would be significantly less than 34% NBS (new building standard).

We agree with the report provided by SGL, in that strengthening and re-use of this building would be very expensive, and would require a very high level of structural intervention in the building, to the extent where the heritage values of the building will be significantly compromised.

We also share the SGL concern about the canopy to the Queen Street façade. This canopy is a significant cantilever from the façade of the building, and whilst there are tension ties to the building, these are original steel work and have a “hook” securing mechanism that is not robust. This connection under any form of vertical seismic acceleration is liable to fail, and we would consider the HDC should consider if the canopy meets the definition of a dangerous building under gravity loading should the drains be blocked and the canopy surface floods with water. We would recommend that this canopy be propped or some form of protection be provided to pedestrians on the footpath below.

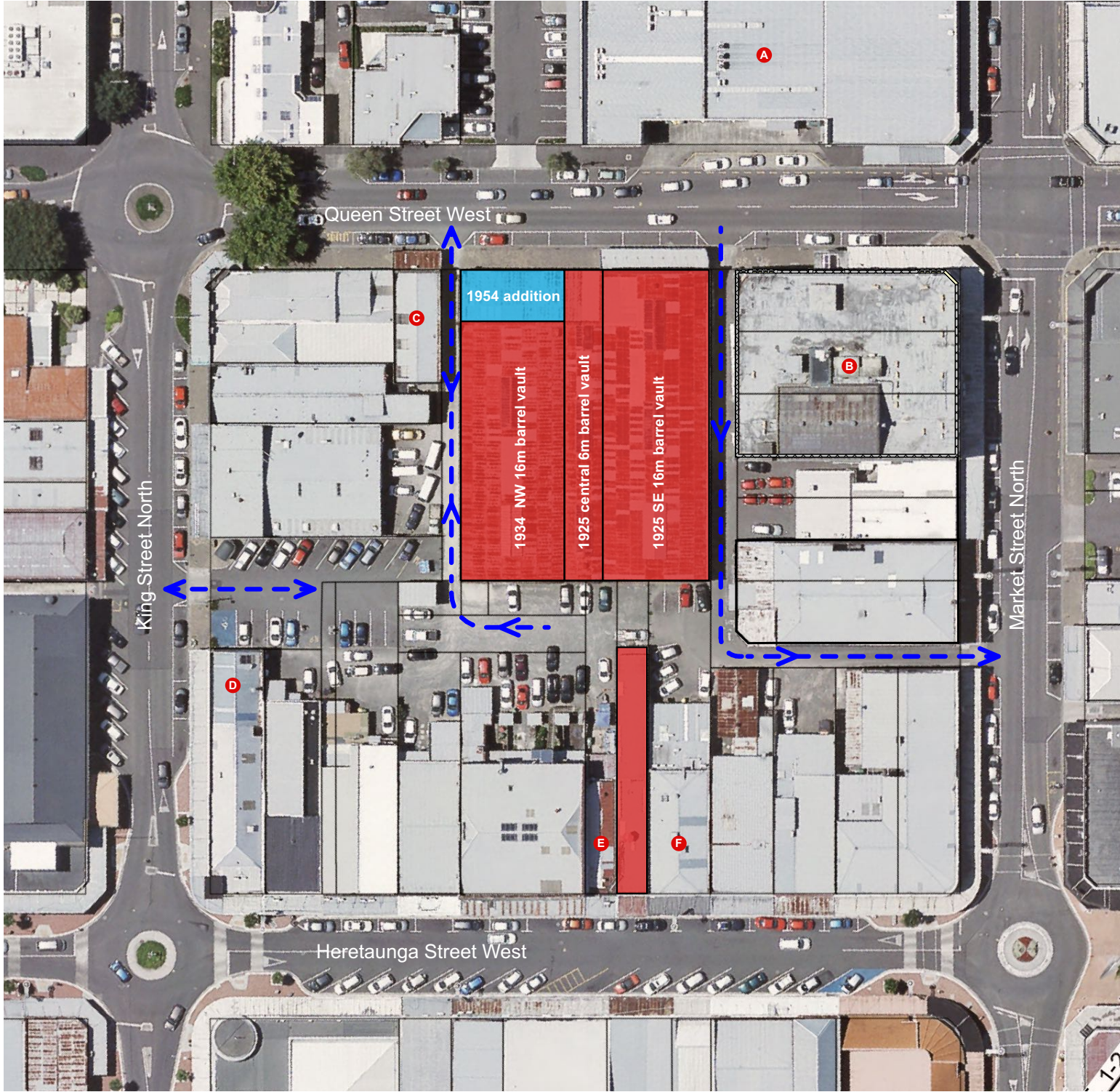
Should you have any questions, please do not hesitate to contact the undersigned.

Regards

Jon Devine

Director

SpencerHolmes Limited



EXISTING SITE PLAN

- shared vehicle/ pedestrian access lanes
- A

Kiwibank

B

IMS building

C

Morphosis

D

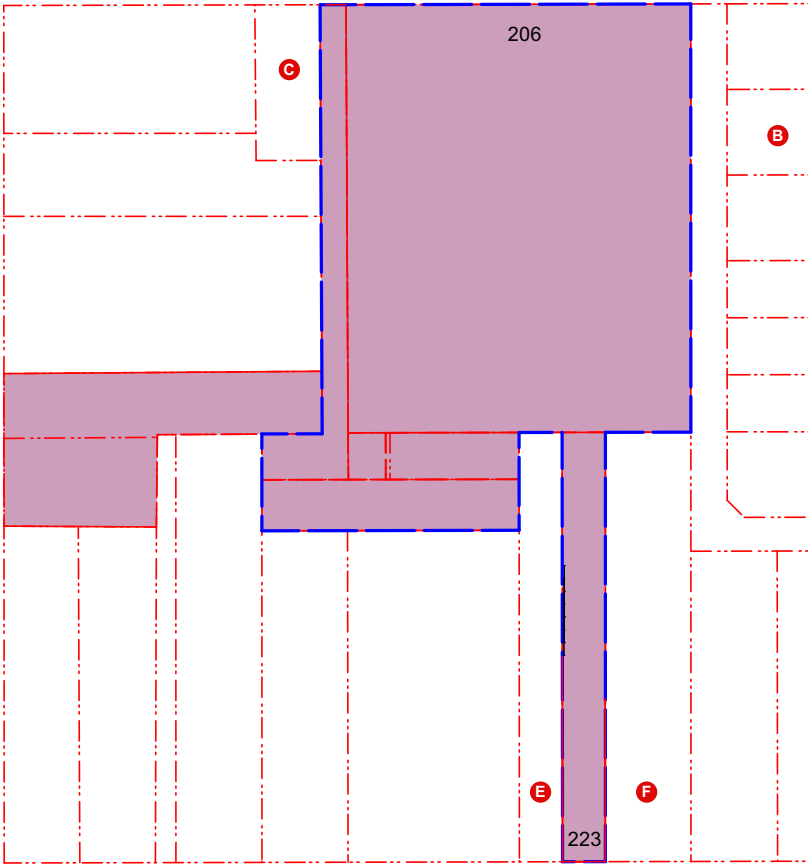
Sutto

E

Michael Hill

F

SCM fashion/ Pascoes
-



SITE BOUNDARY PLAN

- land in HDC ownership
- development boundary for resource consent



drawing

PA01

rev

scale @ A3

1:750

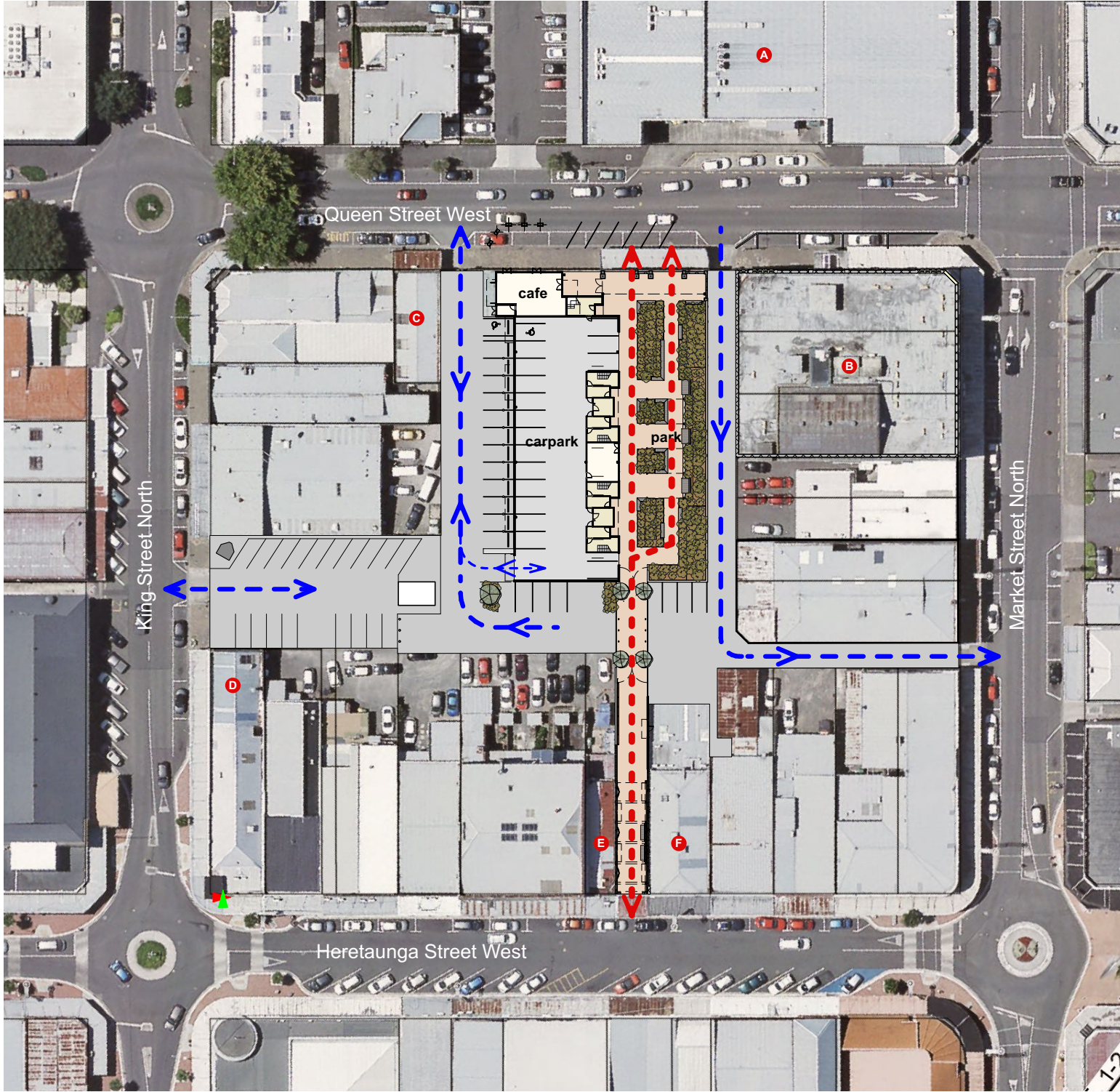
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30/10/22

200 Block West
Redevelopment Project

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ARCHITECTURE



- pedestrian link
- shared vehicle/ pedestrian access lanes
- A

Kiwibank
- B

IMS building
- C

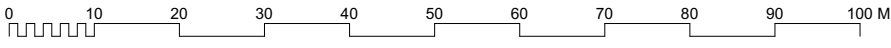
Morphosis
- D

Sutto
- E

Michael Hill
- F

SCM fashion/ Pascoes

PROPOSED SITE PLAN

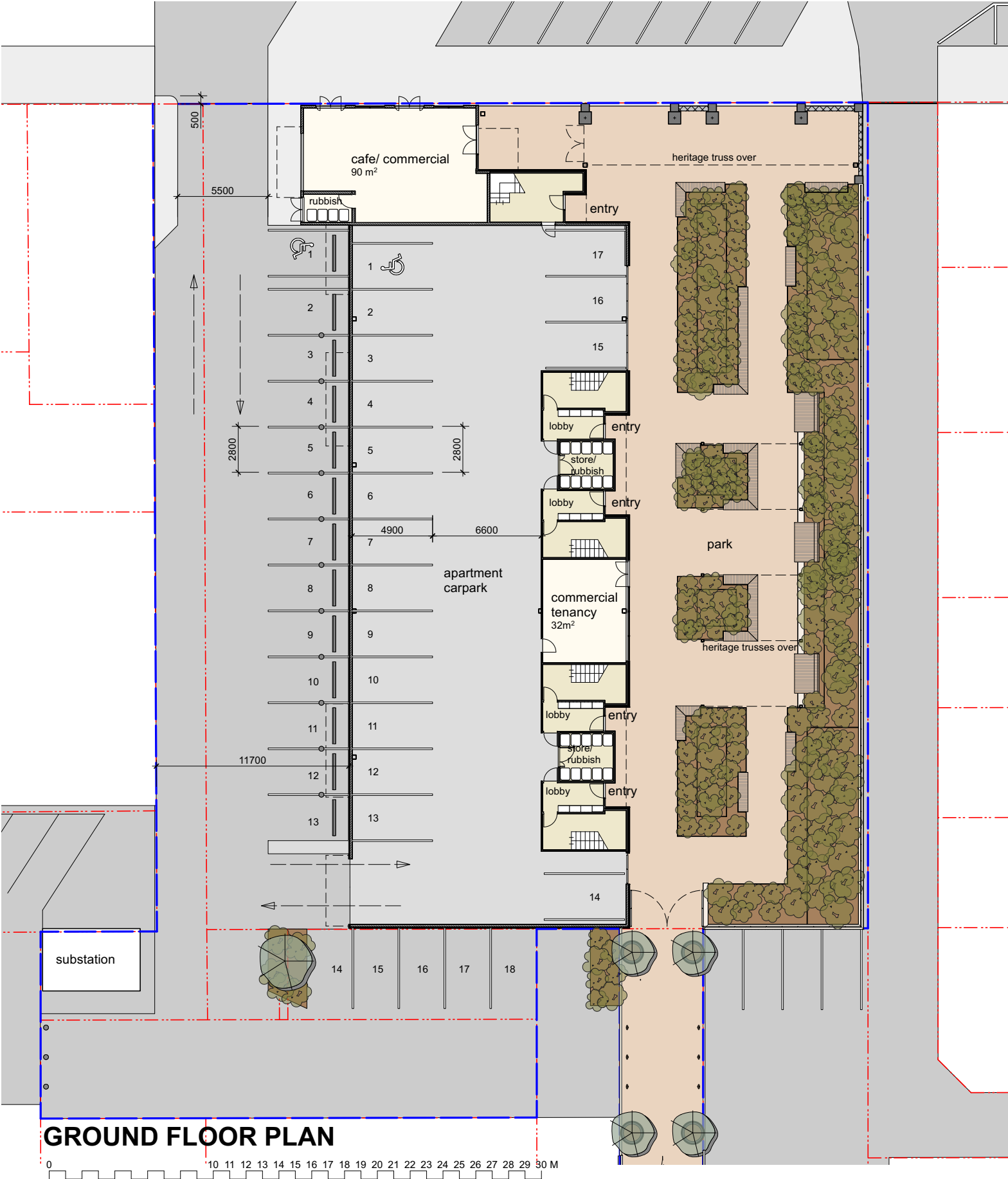


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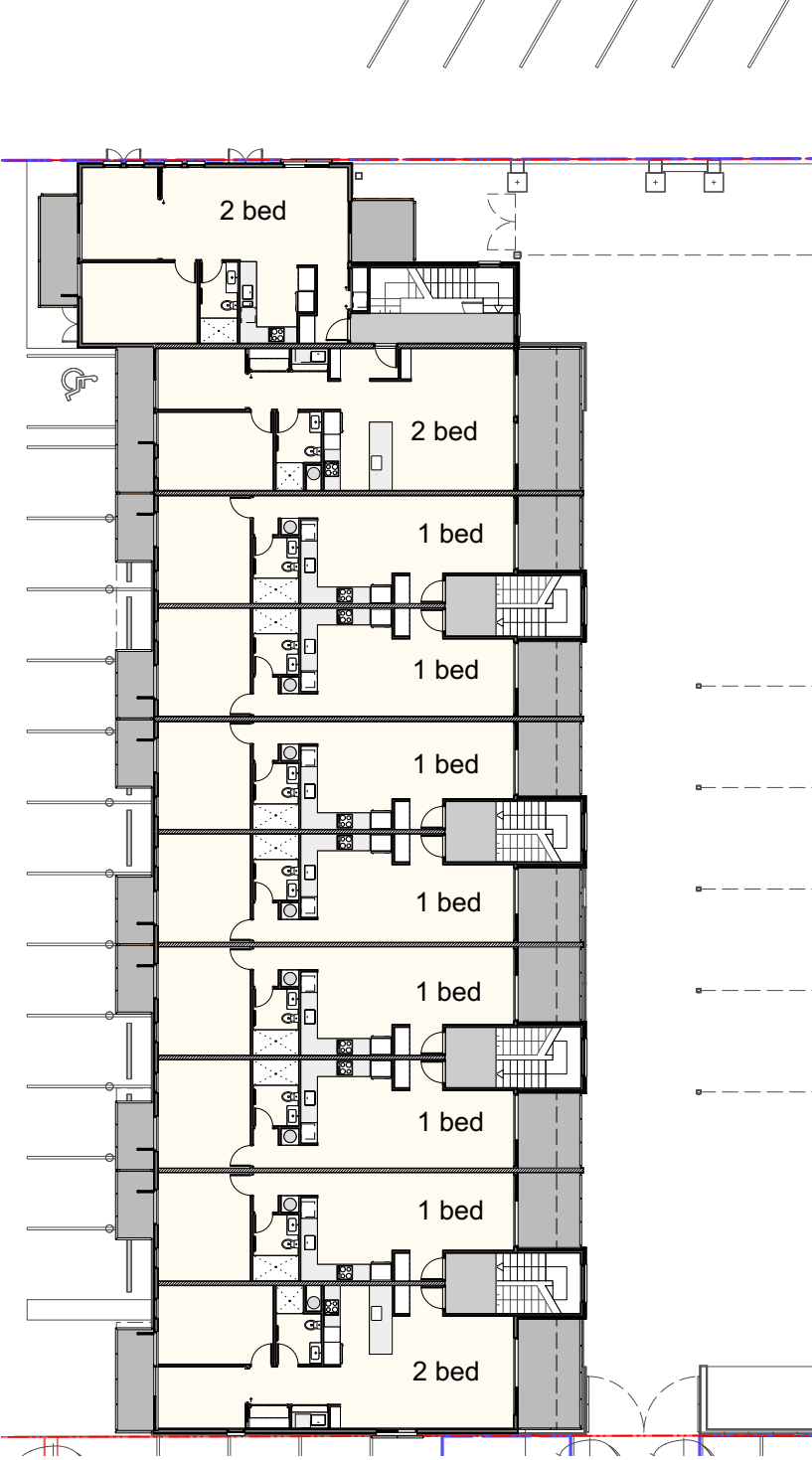
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GROUND FLOOR PLAN



FIRST/ SECOND FLOOR

200 Block West
Redevelopment Project

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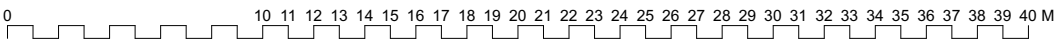


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LANEWAY PLAN

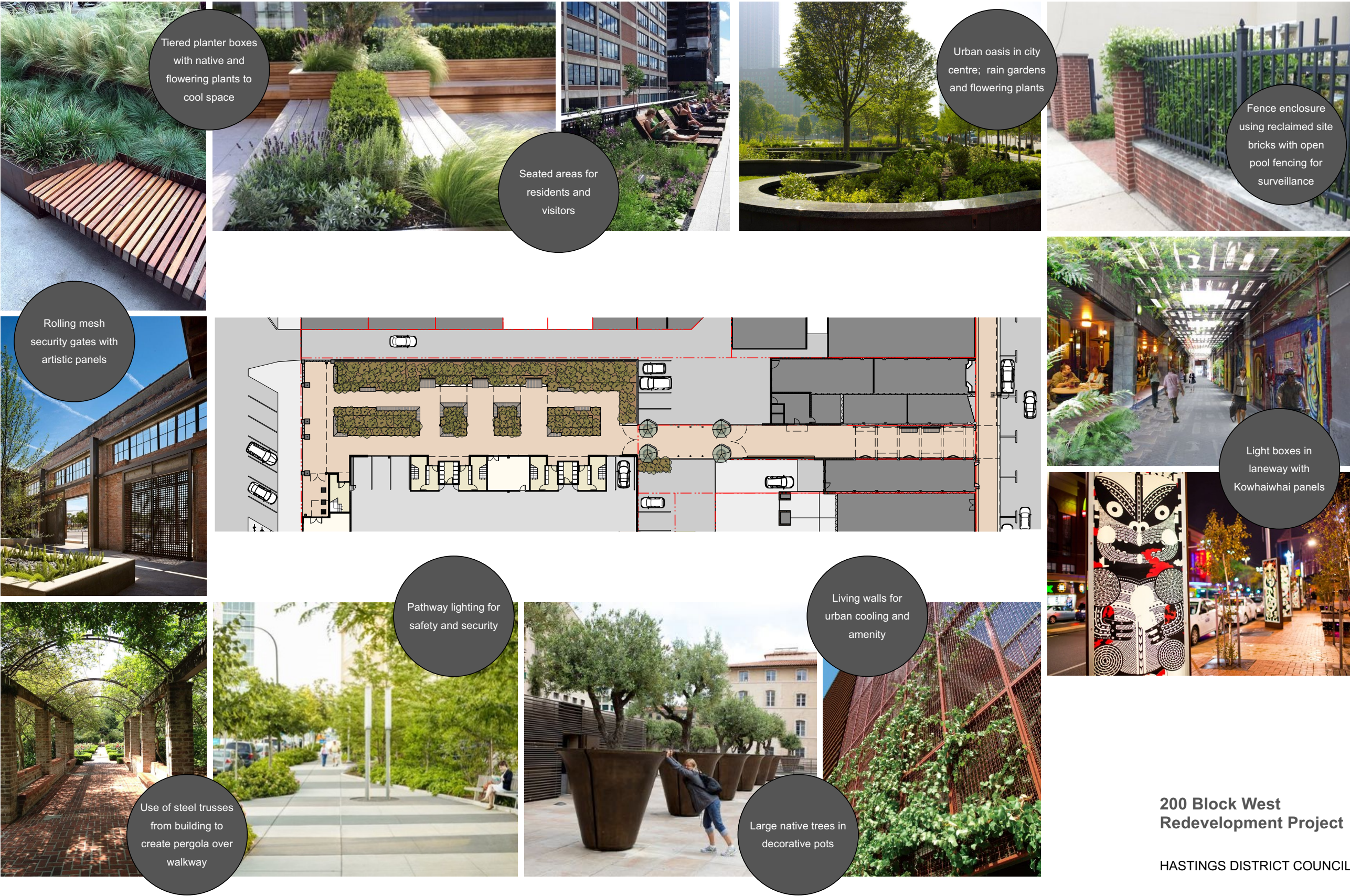


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PA04	A	1:250	30/10/22

200 Block West
Redevelopment Project

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LANDSCAPE ELEMENTS



NE

Queen St NE Elevation

1:125

Ref:



NW

Carpark NW Elevation

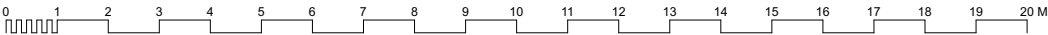
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200 Block West
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ELEVATIONS



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SW

Service yard SW Elevation
1:125 Ref:



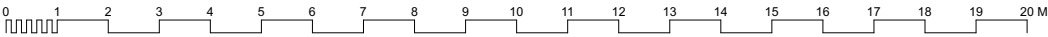
SE

Park SE Elevation
1:125 Ref:

200 Block West
Redevelopment Project

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ELEVATIONS



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PA07	A	1:125	30/10/22

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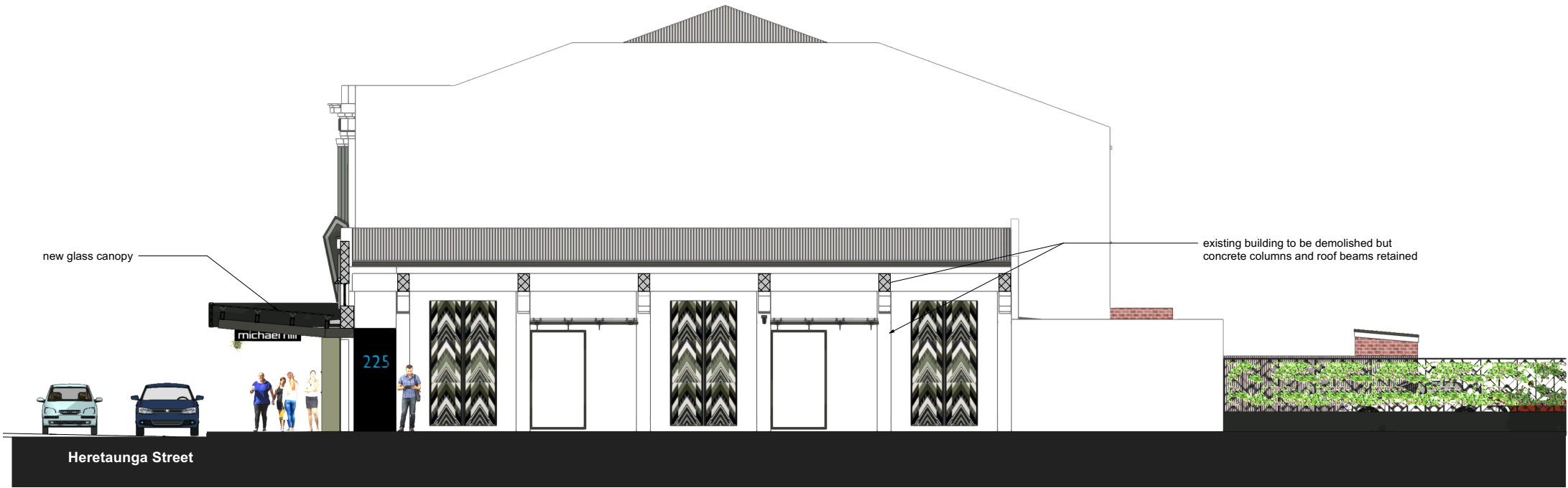


SW

Heretaunga St SW Elevation

1:125

Ref:



NW

Laneway NW elevation

1:125

Ref:

ELEVATIONS

200 Block West
Redevelopment Project

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drawing	rev	scale @ A3	issued
PA08		1:125	30/10/22

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NE Queen St NE Elevation
1:100 Ref:

NW Carpark NW Elevation
1:100 Ref:



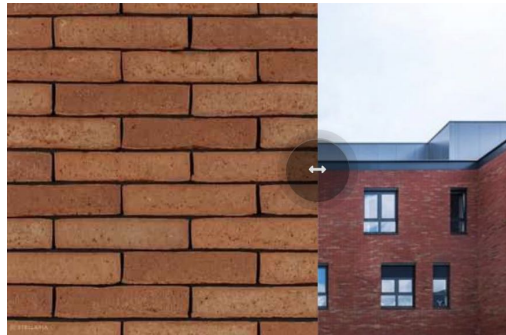
SE Park SE Elevation
1:100 Ref:



A external walls
Resene Frost from BS 5252/ B15

D balustrades and trims
Bokara Grey/ Cape Cod

E apartment entry lobby walls
Chathams Blue/ Green Pea

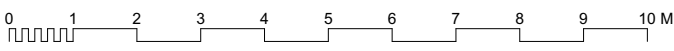


B brick base and stair cladding
selected red brick

C terrace screens
aluminium battens

F roofing
all roofing materials to be inert
pre-painted metal or membrane

ELEVATION MATERIALS and COLOURS



drawing rev scale @ A3 issued
PA09 A 1:100 30/10/22

200 Block West
Redevelopment Project

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QUEEN STREET AERIAL VIEW

drawing rev scale @ A3 issued
PA10 A 30/10/22

200 Block West
Redevelopment Project

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SITE AXONOMETRIC VIEW

drawing rev scale @ A3 issued
PA11 A 30/10/22

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QUEEN ST VIEW

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drawing rev scale @ A3 issued
PA12 A 30/10/22

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HERETAUNGA STREET LANEWAY VIEW

200 Block West
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drawing rev scale @ A3 issued
PA13 30/10/22

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LANEWAY VIEW

drawing rev scale @ A3 issued
PA14 30/10/22

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LANEWAY VIEW

drawing rev scale @ A3 issued
PA15 30/10/22

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PARK VIEW

200 Block West
Redevelopment Project

HASTINGS DISTRICT COUNCIL

drawing rev scale @ A3 issued
PA16 A 30/10/22

citrus STUDIO
ARCHITECTURE



**2 bedroom apartment
(2 of this type)**

73 m² nett floor area
6 m² covered living deck
6 m² covered bedroom deck
stair lobby entry at ground floor shared with 4 apartments
internal access from ground floor entry lobby to carpark

**2 bedroom apartment
(2 of this type)**

78 m² nett floor area
14 m² partly covered living deck
6 m² covered bedroom deck
stair lobby entry at ground floor shared with 4 apartments
internal access from ground floor entry lobby to carpark

**1 bedroom apartment
(14 of this type)**

56 m² nett floor area
7 m² partly covered living deck
4 m² covered bedroom deck
stair lobby entry at ground floor shared with 4 apartments
internal access from ground floor entry lobby to carpark

**2 bedroom apartment
(2 of this type)**

75 m² nett floor area
10 m² partly covered living deck
6 m² covered bedroom deck
stair lobby entry at ground floor shared with 4 apartments
internal access from ground floor entry lobby to carpark



APARTMENT PLANS

drawing rev scale @ A3 issued
PA17 A 1:100 30/10/22

**200 Block West
Redevelopment Project**

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ARCHITECTURE