
Thursday, 13 April 2023

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Commissioner Hearing

Kaupapataka

Document 4

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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HERITAGE IMPACT ASSESSMENT

206 Queen Street West and 223 Heretaunga St West, Hastings

206 QUEEN ST
WEST and 223
HERETAUNGA
ST LANEWAY,
HASTINGS

Ann Galloway
Architect Ltd

December 2022

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EXECUTIVE SUMMARY

Ann Galloway Architect Limited has been commissioned by Hastings District Council to prepare a heritage cultural impact assessment report for the proposed redevelopment of the sites located at 206 Queen Street West and 223 Heretaunga Street West, Hastings, Hawke's Bay.

The proposal includes partial demolition (retaining the facades) of two buildings in the Hastings CBD, creating a new mixed-use residential/commercial building, new car parking, an urban park and a laneway connecting two of the major commercial streets in the CBD. The buildings are located in Hastings' historic Central Character Precinct, an area which has been the commercial hub of the city since the 1880's.

The Hawkes Bay Farmers' Co-operative Garage building located at 206 Queen Street West is a Heritage Item (HB46; Category II) in the Hastings District Plan and is listed with Heritage New Zealand (List number 1095; Category II). It was built in 1925 and is one of the relatively few buildings which survived the 1931 earthquake (albeit with some damage). The building was extended in 1934 and has undergone considerable alterations since. The 1925 façade of the building is a rare example of Edwardian Commercial architecture, although the Art Deco shopfront which was installed as part of the post-earthquake reconstruction is no longer extant. The heritage significance of the site relates not only to the architectural contribution to the streetscape, but also to the history of use and occupation of the site.

The building at 223 Heretaunga Street West is not a Heritage Item under the 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.

The project is conceived both as a way to connect Heretaunga and Queen Streets and to provide a first example in the CBD of inner-city medium density apartment living. A mix of partial demolition, reuse of original building elements, and new construction is proposed. Existing vehicular service access routes are retained and new public carparking spaces are provided.

The existing 1925 portion of the Farmers' Co-operative Garage façade is retained and strengthened. A new steel frame to the west represents the portion of the façade which was demolished in 1934 and replicates the original asymmetry of the building, while also recognising heritage principles of differentiating between old and new, ensuring heritage buildings are not dominated by new work and not creating 'fake' heritage fabric. The façade and structural frame of 223 Heretaunga Street West are to be retained.

The proposal is assessed in terms of the relevant Assessment Criteria set out in parts 7.3 and 18.1.6A of the District Plan, Heritage New Zealand guidelines for partial demolition and assessing impacts on historic areas and ICOMOS evaluation principles.

While the effects of the proposal on the buildings themselves are clearly more than minor, the report finds that on balance the positive effects of the proposal -including preservation of a rare Edwardian Commercial façade; preservation of existing heritage streetscape character; mitigation of seismic risk; new design which maintains historic scale, bulk and articulation; relationship of the new building to the heritage context; enhanced connectivity; creation of new inner-city living and urban public outdoor spaces- are considered to outweigh the negative impact of the loss of heritage fabric.

INTRODUCTION

This heritage cultural impact assessment report is prepared on behalf of Hastings District Council, to support the Resource Consent Application for the proposed redevelopment of the site at 206 Queen Street West, Hastings, together with the building at 223 Heretaunga Street West, to provide medium density housing and a pedestrian link between Queen and Heretaunga Streets.

The proposal is to retain the heritage façade, including the original first floor fenestration, of the Former Hawkes Bay Farmers' Co-operative Garage building at 206 Queen Street West, demolish the remainder of the listed heritage building (including removal of the 1934 rebuilt façade) and repurpose some of the barrel trusses. It is proposed to construct medium density housing on the site occupied by the 1934 addition to the former Hawkes Bay Farmers' building. The area of the present East vault is to be developed as a public park.

The laneway proposal retains the Heretaunga Street façade (including the original clerestory glazing but not the more-recent shopfront) as well as the interior structure of the building at 223 Heretaunga Street West, forming a physical and visual link to the open space created on the 206 Queen Street West site.

Objectives and purpose of the assessment

The primary objectives of the assessment are:

- identify the heritage attributes of the buildings,
- assess the impact of the proposal on the heritage character of the Former Hawkes Bay Farmers' Co-operative Garage building (206 Queen Street West) in relation to the relevant assessment criteria in Section 7.3 and 18.1.6A; and
- assess the impact of partial demolition of the building at 223 Heretaunga Street West in relation to the relevant assessment criteria in Section 7.3 and 18.1.6A.

The purpose of the assessment is to assist Council to evaluate the impact of the proposal in relation to the heritage attributes of the buildings in question, and the effects of the proposal -ie partial demolition together with construction of a new apartment building and establishment of an urban park and pedestrian link- on the character and amenity of the Central Character Precinct.

Methodology

This assessment will consider the following aspects:

- identify the heritage attributes of the buildings
- outline of the proposal;
- assessment in terms of the relevant criteria contained in Chapters 7 (Hastings Commercial Environment) and 18 (Heritage)
- Consideration of Heritage New Zealand Pouhere Taonga and International Council on Monuments and Sites (ICOMOS) guidelines.

The historical background and summary of alterations to the Former Hawkes Bay Farmers' Co-operative Garage buildings are contained in the History document prepared by Michael Fowler March 2022.

Relevant Documents

The report relates to the Resource Consent Plans provided by Citrus Studio Architecture as per the following:

- 200 Block West Redevelopment, dated 04.08.2022 Sheets PA 01-16

SITE AND LOCATION



Figure 1: Site and location plan, 206 Queen St West (Source: HDC GIS maps)

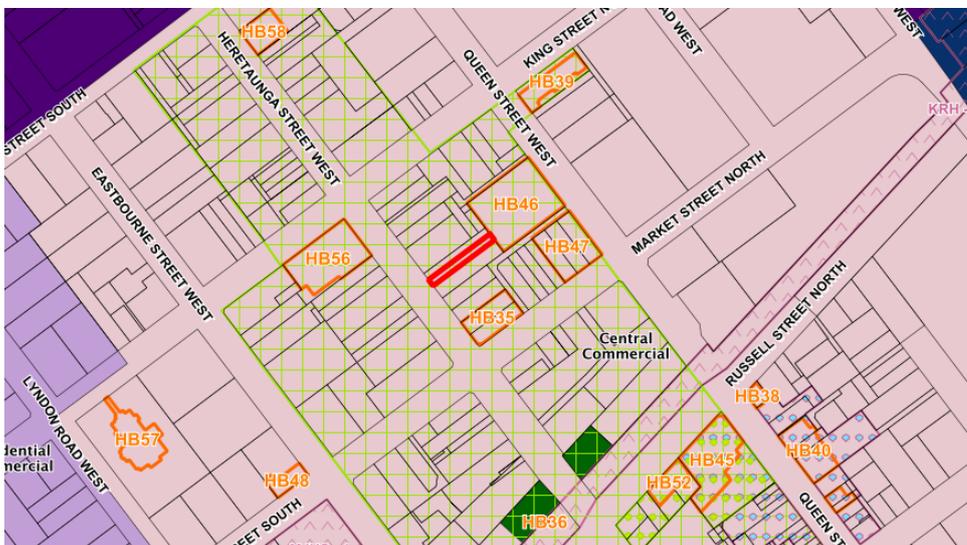


Figure 2: Site and location plan showing proposed pedestrian laneway (red highlight) (Source: Sage Planning)

Background Information

Former Hawke's Bay Farmers' Co-operative Garage building

- Street Address: 206 Queen Street West (also listed as 206-216 Queen Street West)
- Legal description: Lot 1 DP 5310, Lot 1 DP 22385, Lot 3 DP 22385
- Record of Title: P2/185 D4/235
- Area: 2057m²
- Planning zone: Central Commercial Zone
- Overlay: Central Character Precinct

Heritage status of the Hawke's Bay Farmers' Co-operative Association Garage building:

- Heritage New Zealand List number 1095 (Category II) (listed 26 May 2006).
- Heritage Item HB46 (Category II) in the Hastings District Plan (Schedule 1)
- Inventory Number 12 in the Hastings Heritage Inventory.
- Year of construction 1925 (SJ Crabbe and Vulcan Foundry)
- Repair/reconstruction and addition: 1934

Unnamed building at 223 Heretaunga Street West

- Street Address: 223 Heretaunga Street West
- Legal description: LOT 1 DP 13663
- Record of Title: F3/551
- Area: 255m²
- Planning zone: Central Commercial Zone
- Overlay: Central Character Precinct

Heritage status of the building at 223 Heretaunga Street West:

- Building 1, in Commercial group #4 (item 64 in the Hastings Heritage Inventory).
- Not a Heritage Item under the Hastings District Plan
- No Heritage New Zealand listing
- Year of original construction 1926 (H E Phillips Architect)
- Extended at rear 1928
- Reconstructed 1931 (Davies Garnet and Phillips architects)

Site Context: Former Hawke’s Bay Farmers’ Co-operative Garage building

The site is located in Hastings CBD, between Queen Street and Heretaunga Street in the centre of the 200 block west, one of Hastings’ primary retail blocks on the western side of the central railway line. This block is within the Central Character Precinct, with a number of heritage-listed buildings in the close vicinity of the subject site.

Directly adjoining the HB Farmers Garage site to the southeast, on the corner of Queen Street West and Market Street North, is the historic former Hawke’s Bay Farmers Building (identified as a Category 2 Heritage Item; HB47, in Schedule 1 of the Hastings District Plan; Inventory Number 11). This substantial three storey building was constructed in 1929 and housed the head office of the Farmers’ Cooperative as well as a department store and tearooms. As well as its historic significance, the building has architectural importance as an example of the Stripped Classical style of architecture, and significant technical accomplishment in the design of its reinforced concrete structure which survived the Hawke’s Bay earthquake of 1931 unscathed.



Figure 3: Former Hawkes Bay Farmers Head Office and Department Store (now IMS). HB Farmers Garage to far right.

To the north of the HB Farmers Garage site on the corner of Queen Street West and King Street North, is the Streamline Moderne Art Deco styled Medical and Dental Chambers (identified as a Category 1 Heritage Item; HB39, in Schedule 1 of the Hastings District Plan; Inventory Number 14.) (see Figure 5 following). The building is important for its authentic style, the quality of its design, detailing and construction and as an example of an early group practice facility.

Directly opposite the subject site and extending to the corner of Queen and Market Streets opposite the Farmers/IMS building is Kiwibank -a two storey contemporary construction, bland and unremarkable- and its associated car park. The location of these buildings is identified in Figure 6.

To the west of the Kiwibank carpark is a two storey contemporary commercial building articulated by a glazed entry and stepped plan form. Opposite the Medical and Dental Chambers are a number of less significant single storey Art Deco style buildings (currently Hector Jones and Mphosis hair).



Figure 4: Medical and Dental Chambers, King Street. HB Farmers Garage centre right (blue); Farmers building beyond. (Source: Google street view)

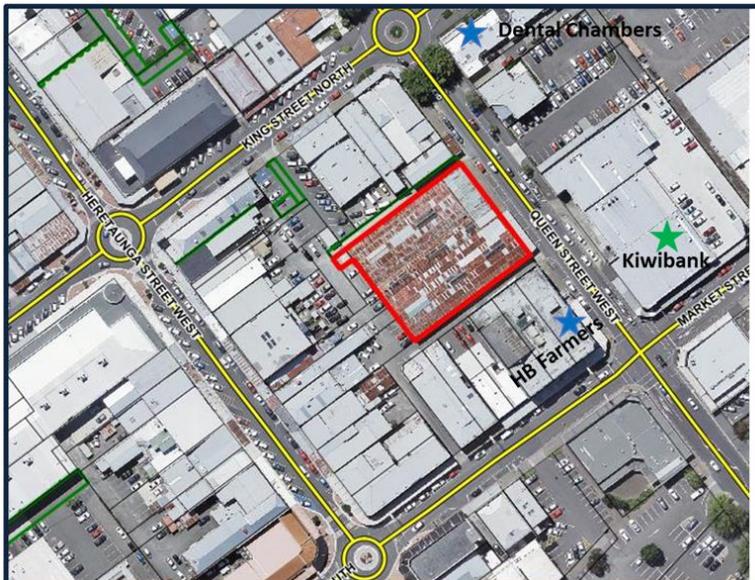


Figure 5: Location of significant buildings in the vicinity of HB Farmers' Garage. (Source: Sage Planning report)

HISTORICAL AND ARCHITECTURAL HERITAGE: 206 QUEEN STREET WEST

The Hawke's Bay Farmers' Co-operative Association was formed in 1891, to "enable the region's primary producers to secure a financial interest in the marketing of their produce." (Cochran, 2005). The Head Office was originally in Napier (including car sales, which began at least as early as October 1912), with a grocery, wool, grain and produce store in Hastings from 1899, on the corner of Market and Queen Streets.

The Hastings CBD Inventory records (p3):

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...

In 1925 Hawke's Bay Farmers' Co-operative Association constructed a new garage at 206 Queen Street West, providing a "New Home of Buick Cars" and the novel introduction of "Three Benzine Pumps" which were located inside the building, "arranged to eliminate backing and turning – DRIVE STRAIGHT IN AND OUT." (Fowler, 2022)

The building was designed in the Edwardian Commercial style, with a reinforced concrete frame and unreinforced brick (URM) infill panels, a curved street parapet and an unusual double-barrel steel trussed roof structure. The parapet had a moulded capping, with the building name beneath (moulded in coloured cement). The façade was not symmetrical and the curve of the parapet does not align with the barrel-vaulted roof behind.

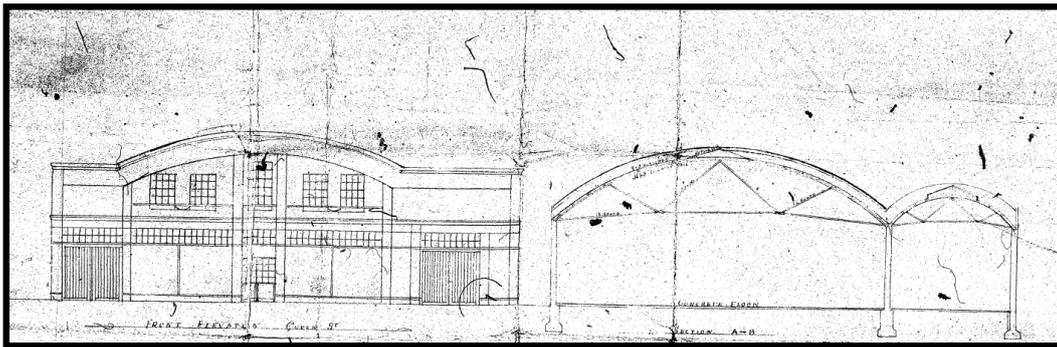


Figure 6: 1925 street elevation and section, showing asymmetrical facade. (Source: HDC property file)

This was a very early 'drive through' premises; the double doors to the left of the elevation (Fig 6) were the vehicle entry and the doors to the right were the exit. The central doors accessed the showroom.

The curved steel roof trusses -one bay of 54 feet and one of 19'10" [16m and 6m approximately]- were fabricated from 32 lb railway iron by Vulcan Foundry, Napier. The railway iron is a lighter gauge than is used for main trunk railways. 1925 plans show the smaller trusses, with a 12'3½" [3.7m] radius, and detail the truss plates, struts and bolts. (HDC property file 25706#013 p 28). The engineering peer review report notes:

Whilst this truss style is unusual, it is not unique, with numerous examples of it throughout New Zealand from around that time [1920s-30s] (Devine, 2020)

For example, the former Hawkes Bay Farmers Co-op building in Napier (137-141 Dickens St) has a similar barrel-vaulted roof form behind a two-storey Edwardian Commercial frontage.



Figure 7: Street elevation ca 1930, showing asymmetrical façade and veranda. (Source: MTG 72305 -cropped)



Figure 8: Former Hawkes Bay Farmers Co-op building in Dickens St, Napier. Left: street view with barrel-vaulted structure to left and two-storey Edwardian Commercial street frontage to right (source Google StreetViewMarch 2020); Right: aerial view (source NCC GIS)

During the 1931 earthquake there was some damage to the parapet and the East wall, but a week later the building was able to be used as temporary premises by other businesses, including Woodward's pharmacy, temporarily relocated from 219 Heretaunga St (Cochran, 2005), item 64 page 3] -see Fig 9.



Figure 9: Hawke's Bay Farmers' Garage after the earthquake. [Source: Insurance Council of New Zealand :Photographs of people associated with Insurance Companies and Underwriters' Associations, and various related insurance activities. Ref: PA1-f-145-50-4. Alexander Turnbull Library, Wellington, New Zealand. /records/23037628]

In October 1934 a permit was granted for additions and alterations to the building. A second large barrel vaulted bay was added to the west, the petrol bowsers were relocated outside the building and the street parapet to the smaller barrel vault was removed to create a monopitch roof over the new forecourt. The main roof contained steel-framed ventilating skylights matching those in the 1925 portion of the building.

Floor pits in the garage were waterproofed with plaster. (Portland cement gauged with Tokement). The shopfront or 'Show Windows' were plate glass with 'light straw tinted' upper lights in lead cames.

The permit documents for the 1934 additions include the engineer's calculations for reinforced concrete beams, columns and footings as well as the curved steel trusses.

The motor garage function ceased in 1966 and the petrol pumps were subsequently removed. From 1972 the building was used for a variety of retail and associated tenancies. Despite various internal alterations and

changes to the shopfront fenestration, the exterior of the building has largely retained its 1934 appearance although the ground floor frontage has been replaced several times, most recently in the 1990's with aluminium shopfront glazing and solid panels. For a number of years the appearance of the curved frontage was compromised by a large hoarding-type sign, which was removed in 2022 revealing the original fenestration. The veranda (on the 1925 portion) was also removed in 2022, for safety reasons.

The Hastings CBD Inventory describes the technological significance as follows:

The technological value of the building is high, especially for the concrete frame, the barrel-vaulted roofs and the steel roof trusses. Lesser elements, such as the skylights and ventilators, are also of technological value. It is a very good industrial building of the inter-war period, and ... the elements that give the building its technological interest are completely authentic. The fact that the original part of the building survived the Hawke's Bay earthquake enhances this interest; its structural capacity is underlined by the fact that the addition of 1934 followed the design of the earlier part. The existence of drawings, specification and structural calculations increases the technological value of the building. (Cochran, 2005), Item 12, page 2.

Since the inventory report was written however, the Christchurch earthquakes together with a greater awareness of geotechnical conditions have changed the understanding of seismic performance and associated risks. Recent peer reviewed engineering reports identified severe structural weaknesses, including lack of roof bracing, inadequate support and tying of facades to side walls, and inadequate foundations. (Strata Group, 2020)

The building is also recognised for its significant historic and social heritage values; not only its connection to the Hawkes Bay farming community but also the early motoring fraternity and the many members of the public who visited during the later retail occupancies. For a more detailed historic record, particularly the extensive social history associated with the building, refer to Michael Fowler's report (Fowler, 2022).

SUMMARY OF HERITAGE VALUES

ICOMOS Ranking

The ICOMOS Guide (ICOMOS, 2011, pp. 14-16) provides a useful ranking to determine relative importance of heritage places, summarised below:

GRADING	DESCRIPTOR
Very High	Places of very high rarity and importance, internationally recognised, Category 1 HNZPT
High	Places of high rarity and importance, nationally recognised, Category 1 HNZPT
Medium	Places of high or medium importance, regionally recognised, Category 1 or 2 HNZPT, or equivalent local authority listing
Low	Places of low or medium importance, locally recognised, local authority listing (no HNZPT listing)
Negligible	Places of low architectural or historical merit; buildings of an intrusive character; unlisted buildings

By this ranking, the Former Hawke's Bay Farmers' Co-operative Garage is a place of Medium heritage value; the building at 223 Heretaunga Street has Low heritage value.

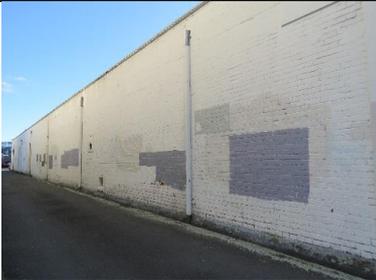
Heritage Value Definitions

In order to provide a more fine-grained assessment, Heritage values are ascribed to individual building elements, as defined below.

- HV1:** the item is in its original location and of high heritage value
- HV2:** the item is of high heritage value, but may have been altered or is not in its original location
- HV3:** the item is of lesser heritage value or has been significantly damaged/altered
- HV4:** the item is not original heritage fabric and is of low or no value.

Former Hawke’s Bay Farmers’ Co-operative Garage building:

These values are based on visual assessment of the building, the Hastings CBD inventory report and Fowler history report.

EXTERIOR, GENERAL		HERITAGE VALUE
	Roof form (Barrel vaults, parapet, skylights, ventilators); building height, scale, form; relationship to street boundary, brick south façade.	HV1
EXTERIOR, QUEEN ST FACADE		HERITAGE VALUE
	Eastern side of facade: curved parapet; cornice; fenestration and window style; building name. 1924 shopfront (below original veranda line)	HV1 HV4 (but may conceal HV1 or HV2 fabric)
	West Vault (1934 addition/alteration): cornice, parapet, receding monopitch roof 1934 addition shopfront (subsequently altered)	HV3 HV4 (but may conceal HV1 or HV2 fabric)
EXTERIOR, WEST FACADE		HERITAGE VALUE
	(service lane) Exposed structural frame (concrete) Parapet, cornice Brick infill walls (part plastered, part painted, part unpainted)	HV1 HV1 HV2
EXTERIOR, SOUTH FACADE		HERITAGE VALUE
	Curved roof form, exposed concrete structural frame, brick infill (unpainted)	HV1
EXTERIOR, EAST FACADE		HERITAGE VALUE
	(service lane) Exposed structural frame (concrete, painted) Parapet, cornice (at Queen St frontage) Brick infill walls (painted) Block infill (painted) Fuel inlet valves (pictured below)	HV2 HV1 HV3 HV4 HV1

INTERIOR, GENERAL		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details	HV1
INTERIOR, EAST VAULT		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details Remnants of mezzanine floor structure (columns, beams) Exposed brick exterior walls False ceiling	HV1 HV3 HV2 HV4
INTERIOR, CENTRAL VAULT		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details False ceiling	HV1 HV4
INTERIOR, WEST VAULT		HERITAGE VALUE
	Barrel vault steel trusses, skylights, ventilators; building volume, pillars and truss seating details Exposed concrete floor revealing previous pit locations Timber framed partition wall, mezzanine, service rooms	HV1 HV2 HV4

TOWNSCAPE HERITAGE VALUES

The Former Hawke’s Bay Farmers’ Co-operative Garage contributes significantly to the heritage value of the streetscape through its form, materiality and scale, as recorded in the HNZPT listing (Heritage NZ Pouher Taonga, 2006) and Hastings Heritage Inventory (Cochran, 2005). It is however 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 function. The three storey Farmers/IMS Building housed the head office of the Farmers’ Cooperative as well as a highly-regarded department store and tearooms; the garage was more prosaic both in design and function.

HISTORICAL AND ARCHITECTURAL HERITAGE: 223 HERETAUNGA STREET WEST

This building is one of a group of single storey commercial buildings at 213-223 Heretaunga Street West, and is identified in the Heritage Inventory as “Building 1, Commercial Group 4”, Inventory Number 64. The Inventory states:

“The buildings have architectural value for their matching scale and compatible Art Deco features. Though modest single storey retail buildings, they each have their own visual interest, and they combine to make an interesting ensemble. ... They play an important part in the streetscape, helping to reinforce the strong townscape values of the area.” (Cochran, 2005); item 64 p2.



Figure 10: “Group 4” buildings, ca 1940s. 223 Heretaunga St far left (Bradshaw’s). (Source: HB Knowledge Bank, Lovell-Smith Collection, lovell-smith878-album37negs-37-145-shopfronts.jpg)

The property file records the following timeline:

- <1920: there was a single shop on most of the site of present-day 223 and 225 Heretaunga St (a single site)
- 1920: shop divided into two tenancies
- 1926: site divided into 2 titles. Hastings architect H Phillips submitted plans to build 2 new shops, mirror images of each other, in a single building form in brick construction, for J Cameron & S Garland. The street facade had a tall brick parapet concealing a gabled roof.
- 1926: alterations (extension) to 219 Heretaunga St for H Gilbertson which showed the existing building being 2 storey with 2 shops below and offices above
- 1928: Brick extension (70’) added to rear of building at 223 Heretaunga St (for music warehouse)
- 1931: post-earthquake ‘reconditioning’ of 223 (by Davies Garnet and Phillips Architects). Rebuilt in reinforced concrete with corbelled beams and a full concrete ceiling with malthoid roof membrane.
- 1933: 225 Heretaunga St rebuilt with a reinforced concrete structure designed by Davies & Phillips
- 1933: 219 Heretaunga St rebuilt (2 shops) to a design by Davies and Phillips

SUMMARY OF HERITAGE VALUES: 223 Heretaunga Street West

These values are based on visual assessment of the building, and the Hastings CBD inventory report.

EXTERIOR, GENERAL		HERITAGE VALUE
	<p>(Centre building in photo) Flat roof (concealed by parapet); building height, scale, form; relationship to streetscape (surrounding buildings, footpath); brick façade to service area.</p> <p>Heritage value lies mainly in the contribution of the building to the greater streetscape through compatible scale and detailing.</p>	<p>HV2</p>
EXTERIOR, HERETAUNGA ST FACADE		HERITAGE VALUE
	<p>Parapet; date of (re)construction; decorative elements (fluting, Mayan motif; zig-zag motif); top lights with eyebrow over.</p> <p>Veranda (fascia and soffit modified): Shopfront (significantly modified)</p>	<p>HV1</p> <hr/> <p>HV2 HV4 (but may conceal HV1 or HV2 fabric)</p>
EXTERIOR, NORTH FACADE	(service area)	HERITAGE VALUE
	<p>Two-storey storage (1928). Structural brick walls (part painted, part unpainted); expressed concrete lintels</p>	<p>HV2</p>
INTERIOR, former shop		HERITAGE VALUE
	<p>Exposed concrete structural frame (rhythm of beams and columns; corbel at beam/column junction; chamfered column corners)</p> <p>Other finishes</p>	<p>HV1</p> <hr/> <p>HV3</p>

TOWNSCAPE HERITAGE VALUES

As part of a group of buildings with consistent parapet and veranda height, design style and age of (re)construction, this building reinforces the heritage values of the streetscape, although the current shopfront is not original.

PROPOSAL

The assessment relates to Resource Consent Plans provided by Citrus Studio Architecture as follows:

- 200 Block West Redevelopment, dated 04.08.2022 Sheets PA 01-16

Overview:



Figure 11: Public park connections. Heretaunga Street at bottom. (Source: Citrus Studio, Sheet PA11)

Project Aims

The purpose of the proposed development is to:

- connect Heretaunga and Queen Streets with the introduction of a new mid-block pedestrian route
- create a public open space along the route and
- provide a first example in the CBD of inner-city medium density apartment living.

Existing vehicular service access routes are retained and new public carparking spaces are provided.

Project Challenges

The Geotechnical investigation found that “the site is susceptible to liquefaction induced vertical settlement in the order of ~120mm...[and]...the existing shallow foundations are unlikely to resist displacement so that significant damage to the structure is likely.” (RDCL, 2020, p. i).

Peer-reviewed engineering reports also identified serious structural inadequacies in the building, including seismic stability, bracing, foundations as well as the high to very high liquefaction risk of the underlying soils. The initial report found that “Any strengthening will require extensive foundation improvement...[which]... may also include complete replacement of the existing unreinforced ground bearing slab.” (Strata Group, 2020, p. 3). Coupled with the building’s poor state of repair, the engineers report concluded:

“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” (Devine, 2020)

Proposed structural interventions (to achieve 67% NBS) included new columns and the introduction of structural bracing elements at mid-height internally to support the URM southern walls, as well as new portal frames to support the original curved trusses. These interventions would compromise the internal volume and spatial qualities. Estimated costs were obtained, for full and partial retention of the building.

Estimated cost to strengthen entire building \$5 million

Estimated cost to strengthen a single barrel \$3.6 million (ie partial retention)

A further option - retaining one barrel vault and propping it temporarily until a suitable future use could be determined- was deemed unacceptable on seismic safety grounds as full seismic strengthening would be required rather than temporary propping.

Project Iterations

Prior to development of the current design solution, more than 30 options/iterations were considered, comprising different combinations of carparking, commercial, residential and public open space. All options included a pedestrian walkway through the site, linking Heretaunga Street and Queen Street, which was a fundamental requirement of the design brief.

A condensed summary of the options follows, with heritage retention ranged from high to low.

High: retain entire building, with seismic strengthening:

- for carparking, with or without some commercial space fronting Queen Street. Considered a possible medium-term solution but very low return/cost
- for residential/parking. Further investigation found this option to be uneconomic due to existing structural module dimensions, location of truss chords etc, and intrusion of strengthening elements into the remaining spaces.

Medium: partial demolition, retaining one (eastern) barrel vault for covered carparking/commercial space; utilise remainder of site for parking/open space:

- Various iterations, all rejected as having unsatisfactory heritage and urban design outcomes.

Low: partial demolition, retaining the façade and/or part of the eastern vault; develop site for carparking, commercial, residential and public open space.

- Retain 1926 façade and part of eastern vault; new construction (up to 3 storeys) across entire street frontage: Various iterations, rejected as having unsatisfactory heritage and urban design outcomes.
- Retain 1926 façade only, remove remainder of building, new construction (up to 3 storeys) across entire street frontage: Various iterations, rejected as having unsatisfactory heritage and urban design outcomes.
- Retain 1926 façade only, remove remainder of building, new construction (up to 3 storeys) across existing west/central vault frontage (allowing retained fabric to stand alone rather than be a façade to a modern building); east side of the site developed as urban park incorporating pedestrian link.

For the reasons of complexity, cost and acceptable compromise, partial demolition became the relevant solution despite having the lowest heritage outcome.

Consultation

Engagement with both Heritage New Zealand Pouhere Taonga and Historic Places Hawkes Bay was undertaken during the design process. The feedback provided was taken into account and influenced the design outcome.

Both Heritage New Zealand Pouhere Taonga and Historic Places Hawkes Bay have expressed support for the proposal.

Description of proposed work:

The project is conceived both as a way to connect Heretaunga and Queen Streets and to provide a first example in the CBD of inner-city medium density apartment living. A mix of partial demolition, reuse of original building elements, and new construction is proposed. Existing vehicular service access routes are retained and new public carparking spaces are provided.

Former Hawke’s Bay Farmers’ Co-operative Garage: Retention of the Façade:



Figure 12: Proposed retention of façade. (Source: Citrus Studio, Sheet PA10)

- Strengthen the 1925 façade, retaining the parapet, cornice, upper fenestration and rhythm of original shop frontage
- Location of strengthening confined to existing structural frame, to minimise visual impact
- One 16m steel truss from the barrel vault roof structure of the existing building is to be re-used, set 3m behind the facade acknowledging both the original form and the heritage of the site,
- Demolish remainder of building.
- Establish a separate title for the façade to remain in HDC ownership, facilitating future maintenance.
- New non-structural frame referencing the original 6m-wide parapet of the 1925 building and providing a visual separation between the façade and the new apartment building (see below)

The ‘ghost’ frame:

The 1925 portion of the Farmers’ Co-operative Garage façade is retained and strengthened. A new steel frame to the west represents the portion of the façade which was demolished in the 1934 alterations, 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.

This design solution also recognises 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).

This asymmetry may seem unusual to contemporary viewers; the report recommends the design rationale be explained as part of the interpretative material to be incorporated in the park.

Former Hawke’s Bay Farmers’ Co-operative Garage: new public park



Figure 13: Public park connections. (Source: Citrus Studio, Sheet PA16)

- Entry from Queen Street to the new park is through repurposed (original shop front) openings in the retained heritage facade.
- Screen elements provide security at night and allow visual connection into and out of the park.
- Re-purpose a number of the 6m wide steel barrel vault trusses within the park, (new location, existing orientation) to frame the pedestrian route through the park, provide a visual focus for the park and define a place to pause as an alternative to the more direct route through the site.
- Design themes for park elements will recognise the original building (architectural and social heritage).
- Design elements and materials reuse the original building materials (bricks)
- There is a linear spatial progression from Heretaunga Street to Queen Street, through the new park.

Former Hawke’s Bay Farmers’ Co-operative Garage: new apartments



Figure 14: Queen St apartments. (Source: Citrus Studio, Sheet PA12)

- Medium density residential development on the northwest side of the site. 20 one and two bedroom apartments at first and second floor levels with dedicated secure apartment carparking and two commercial tenancies at ground floor.
- The apartment building offers an 11m wide frontage to Queen Street, separated from the retained facade by a 6m setback which echoes the previous street frontage of the original 6m barrel-vault form.
- The new building is differentiated from the retained façade by the 6m wide setback, and a slightly higher parapet level.
- Cladding to the Queen Street frontage is plastered and painted, in reference to the adjacent heritage facade.
- Cladding to ground floor and stair elements is brick veneer, referencing the construction of the demolished building and reinforcing visual separation between new and old along Queen St.
- Fenestration, cornice, bulk, scale, proportion of window/wall reflect the neighbouring IMS Building (Former Hawkes Bay Farmers’ Building 1929), providing a consistent urban setting for the heritage facade
- Engagement with the street is enhanced by the use of the corner space as a commercial tenancy, rather than more inward-focused uses.

New laneway, 223 Heretaunga Street



Figure 15: Laneway connections. (Source: Citrus Studio, Sheet PA13)

- Entry from Heretaunga Street is through the original shop front openings in the retained heritage facade.
- Existing solid veranda replaced by a glazed canopy to showcase the retained Art Deco facade above and create an entry point for the new laneway
- Semi-transparent veranda fascia reflects materials and motifs used in the project and maintains the consistent veranda line of the heritage streetscape
- The linear nature of this pedestrian axis through the site is accentuated by retention of the existing corbeled concrete columns on the walls to both neighbouring buildings, as well as overhead concrete beams to provide a colonnaded walkway through to the public park beyond
- Opportunity for new openings in building side walls to increase connectivity and active edge
- Proposed artistic treatment with references to cultural heritage and Te Aranga design principles; artistic representation of endemic wetland flora and fauna through Māori art

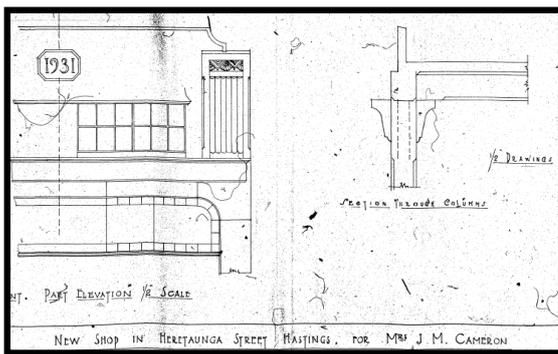


Figure 16: 1931 details retained (Source HDC file)

HERITAGE IMPACT ASSESSMENT:

GENERAL PRINCIPLES

District Plan Provisions

The cultural heritage asset is recognised and protected by objectives and policies within the District Plan, in particular the policies and objectives relevant to heritage outcomes (Chapter 18), including Objectives HO1-4 and policies HP2, HP3, HP4, HP5, HP8, and the following policies relating to the Central Commercial Zone:

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

Rule CCR 16 provides that: “The external alterations of buildings (including relocation and demolition) within the Central Character Precinct is a **Restricted Discretionary Activity (non-notified)**”

Rule H17 provides that Demolition (including partial demolition) of any Heritage Item identified in Schedule 1 is a **Non-Complying Activity**.

Rule H13: Any new building or structure on the same site and located within 50 metres of a Heritage Item identified as Category I OR Category II in Schedule 1 is a **Restricted Discretionary Activity**.

Policy HP1 is also relevant by way of context in that it notes that heritage items have been identified and classified in the District Plan according to their relative importance by listing as Category I (places of special or outstanding historical or cultural heritage significance or value) and Category II (places of historical or cultural heritage significance or value). As noted above, 206 Queen Street is a Category II building.

The relevant assessment criteria are discussed in the following sections.

Heritage New Zealand Guidance

Heritage New Zealand information sheet 14: Partial Demolition of Historic Buildings (2007) does not encourage partial demolition. Where partial demolition and façade retention is unavoidable, recommendations include:

- New structure not visible from principal viewing points
- Ideally retain one room-depth of the original building.
- Retain/replicate original roof form and materials
- Repair and active maintenance of the retained façade is recommended
- Avoid modifications to the façade above ground floor level
- Essential modifications to ground floor should reflect the original fenestration where possible
- New floor levels should match existing
- Windows should open into interior spaces (ie not be blanked off)
- Scale and dimension of new interior spaces immediately behind the façade should relate to the original

Heritage New Zealand information sheet 17: Assessing Impacts on Historic Areas (2007) states:

“Change in these areas ... needs to be carefully managed to preserve heritage values. Demolition, relocation, or inappropriate additions can undermine the collective integrity of historic areas and landscapes.

The construction of new buildings can compromise historic areas. New buildings should be designed in a manner that is sympathetic to the significance and character of the area.” (HNZPT, 2007) Any proposed activity should:

- not affect the heritage significance, integrity and condition of the historic area including any significant components or building fabric of heritage value.
- not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.
- be limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area.
- Any demolition or removal should not create a vacant site and should be associated with the planning of a replacement structure.

In 2020 Heritage New Zealand Pouhere Taonga released ‘Saving the Town’, a toolkit aimed specifically at small cities and towns, recognising they have different challenges and opportunities to main centres regarding their heritage building stock, including: ‘Low tenant demand, rental returns and capital gains, changing retail and business trends and fewer adaptive reuse options’ (HNZPT, 2020, p. 7).

While this more recent publication does not in any way condone demolition, it does present the viewpoint that ‘for most small towns and cities it will be difficult to upgrade and save every old building. ... it is important to prioritise what is most important to save and direct resources to these buildings and/or areas.’ (HNZPT, 2020, p. 12)

Prioritisation has been necessary in Hastings, where the District Council as landowner has recently focused resources in restoring and strengthening the (former) Municipal Theatre (Opera House) and Municipal Chambers, both of which are classed as Category 1 and have very high heritage significance not only for their architecture but also for their social, cultural, technological and landmark attributes.

The HB Farmers Garage is also recognised for its historical, architectural, technological and social values, but to a lesser degree as indicated by its Category 2 classification (by HNZPT and in the Plan). The building at 223 Heretaunga Street has no individual heritage status, although it is recognised as a significant component of a heritage streetscape.

Full seismic strengthening was an essential pre-condition for any use or re-purposing of the HB Farmers Garage building, and presents a considerable base cost. Initial concepts considered options to retain the building for use as carparking pending possible future redevelopment by a private developer. Adaptation of the western barrel vault as apartments was also considered, with parking in the eastern vault. In both scenarios the high cost/m² of strengthening and the limitations on spatial amenity resulting from the correlation of structural interventions and the existing structural grid, meant these options were deemed unviable. Ultimately a collaborative redevelopment of the site has been proposed, with construction of the apartment/commercial building to be undertaken by a private developer.

ICOMOS ‘Magnitude of Impact’ and ‘Significance of Effect’ matrices

The matrices below have been developed by ICOMOS to assist evaluation of the impact of development on World Heritage sites. Although this guidance is intended for ‘properties of outstanding universal value’, the principles are relevant to the subject sites.

Impact	Factors in the assessment of magnitude of Impacts
Major	Change to key historic building elements, such that the resource is totally altered Comprehensive changes to setting.
Moderate	Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.
Minor	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.
Negligible	Slight changes to historic building elements or setting that hardly affect it.
No change	No change to fabric or setting.

Figure 17: Assessing magnitude of impacts, adapted from appendix 3B (ICOMOS, 2011, pp. 16-17)

HERITAGE VALUE	NO CHANGE	NEGLIGIBLE	MINOR	MODERATE	MAJOR
Very High	Neutral	Slight	Moderate/Large	Large/Very Large	Very Large
High	Neutral	Slight	Moderate/Slight	Moderate/Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Figure 18: Matrix to assess the significance of effect or impact (ICOMOS, 2011, pp. 9-10)

Based on these matrices and the heritage values (p9)

- The Former Hawke’s Bay Farmers’ Co-operative Garage at 206 Queen Street West is a place of Medium heritage value; the magnitude of impact is moderate (setting) to major (building elements); the significance of effect is moderate to large.
- The building at 223 Heretaunga Street is a place of Low heritage value; the magnitude of impact on the setting is minor and on building elements is moderate; the significance of effect is slight-moderate.

STATUTORY OR POLICY IMPLICATIONS

The buildings at 206 Queen Street West and 223 Heretaunga Street West were constructed post-1900; neither the buildings nor the land beneath are considered ‘archaeological’ items. For this reason, an Archaeological Assessment of Effects has not been deemed necessary.

ASSESSMENT IN REGARD TO DISTRICT PLAN HERITAGE POLICIES AND OBJECTIVES

OBJECTIVE/ POLICY		COMMENT
OBJECTIVE HO1	Significant Heritage Items are protected and the heritage character and history of the District is preserved	Is not consistent, except for the retained facades. The heritage character of the streetscapes is maintained, but historical and technological values are lost, particularly re 206 Queen St.
POLICY HP2	Ensure activities do not adversely affect the character of Heritage Items.	Consistent with respect to the facades only.
OBJECTIVE HO2	To promote the continued use of recognised heritage buildings in the District where this encourages their retention, restoration and maintenance	Consistent only with respect to the original facade of 206 Queen St and the façade and structural frame of 223 Heretaunga St.
POLICY HP3	Promote a greater public awareness and understanding of the District's Heritage Items	Consistent 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.
POLICY HP4	Ensure new development and alterations to existing buildings do not compromise the architectural significance of historic buildings.	Consistent in relation 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.
POLICY HP5	Allow heritage buildings to be used for a range of activities where this promotes the retention of the building.	Although a range of new activities are facilitated (public access/pedestrian walkway, public green space, inner city living), the buildings are only minimally retained.
OBJECTIVE HO3	To protect historic areas in the Hastings CBD which contribute to the heritage character of the area.	Partially consistent, in that the heritage character of the streetscapes is preserved, but historical and technological values are lost, particularly re 206 Queen St.
OBJECTIVE HO4	Encourage the upgrade of heritage buildings where there is an identified safety risk.	Both buildings are identified as Earthquake Prone Buildings (EPB). Although the proposal will reduce safety risk, partial demolition is not a preferred heritage outcome.
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.	Is not consistent, except that the heritage façade of 206 Queen St is structurally strengthened in a manner which minimises visual intrusion, and removal of the concrete roof of 223 Heretaunga Street improves structural performance of that building.
POLICY CCP10	Maintain and enhance the urban form, heritage fabric and built character in the CCP [to] reflect the character of ...existing buildings; ...streetscape values...;form and function of the locality...	Partially consistent, in that the urban form and built character of the streetscapes is preserved. However, significant heritage/technological fabric is lost. Introduction of inner city inner-city medium density apartment living & new urban greenspace is expected to enhance the function and character of the locality.
POLICY CCP11	Maintain and enhance the special urban character of built heritage and human scale, fine grain development within the CCP through the use of Performance Standards and by requiring design assessment for the alteration of existing buildings and any new buildings	Partially consistent, in that the urban character, human scale and fine grain development of the streetscapes is preserved. However, significant built heritage/technological fabric is lost.
OBJECTIVE CCO4	Encourage the strengthening of existing buildings where there is an identified safety risk in the event of an earthquake.	Partially consistent. Both buildings are identified as EPB. Although the façade of 206 Queen St is strengthened and the proposal will reduce safety risk, partial demolition is not a preferred heritage outcome

DETAILED ASSESSMENT: FORMER HAWKE'S BAY FARMERS' CO-OPERATIVE GARAGE BUILDING

District Plan Criteria

The assessment criteria under Chapter 7.3 deemed relevant to this proposal are discussed below.

7.3.7.2M: the construction of new buildings

and relocated 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*

Comment: 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).

(b) *Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;*

Comment: 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 Crime Prevention Through Environmental Design (CPTED) principles, permitting screened oversight of the new public park and public car parking areas.

(c) *Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;*

Comment: 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.

(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;*

Comment: 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.

(ii) *Architectural style and quality of new construction;*

Comment: 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.

(iii) Construction materials and detailing, including the proposed colour scheme;

Comment: The Queen Street element of the apartment building, and walls above ground floor, are plastered and painted in keeping with the original Queen Street facade. These 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 a 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.

(iv) Whether the proposed development is sympathetic to the historical subdivision patterns of the area;

Comment: 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.

(v) Whether any significant existing building features would be removed, obscured or otherwise compromised;

Comment: The proposal involves 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. For a discussion of mitigating factors, see following sections.

(vi) Design elements such as parapets, roofs, verandas, roofs, walls, columns, windows, shop fronts and decorative elements; and

Comment: 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 facade 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.

(vii) Location and design of signage, services access and storage arrangements and visible building services such as air conditioning and utility access points.

Comment: 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.

(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).

Comment: 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).

7.3.7.2N: external additions and 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;

Comment: 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 facade- creates a clear differentiation between old and new, while respecting the bulk, scale, form and materiality of the surrounding heritage buildings.

(b) Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;

Comment: 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 built structures, with little, or no 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 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.

(c) Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;

Comment: 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.

(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;

Comment: Because the facade is retained and strengthened, the impact of demolition on the streetscape is minor. The proposed apartment building on the western portion of the site serves 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 celebrated in the design elements of the park and by the inclusion of interpretative information.

(e) The significance of the age of the building and architectural style, era or period to which the existing building belongs;

Comment: 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.

(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;

Comment: The building is not identified as being part of a significant group of buildings. It has a 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.

(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;

Comment: 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 facade has been repainted. Retention and strengthening of the façade will support the heritage 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.

(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,

Comment: 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.

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.

Comment: 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 facade
- 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
- development of an urban park, providing social and physical benefits to citizens
- development of pedestrian and visual access between Queen and Heretaunga Streets
- 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.

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;

Comment: A new steel frame to the west of the strengthened façade represents the portion of 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.

(ii) Architectural style and quality of new construction;

Comment: 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).

Assessment with regards to Heritage Criteria identified in the District Plan

The specific heritage criteria (Table 18.1.6A Clause 7) relate only to Category 1 buildings (which the subject buildings are not), but are nevertheless discussed briefly below:

7. Demolition (including partial demolition)

(a) Whether the demolition or partial demolition of any building identified as Category 1 would compromise:

- The integrity of the surrounding area
- The integrity of a historic area
- The value of the District's historic heritage

Comment: The 1925 street façade of the building is retained, maintaining the integrity of the streetscape as a whole. However, while demolition of the remainder of the building does not adversely affect the streetscape, the effects of demolition on the heritage value of the building are more than minor. In particular the loss of the arched concrete frame, exposed brick infill panels, the curved steel trusses and the interior volume created by them, and the social and cultural history associated with the building, its uses and occupants.

(b) *Whether adaptive re-use has been adequately considered as an alternative to demolition, and the economic and social benefits to the owner and the wider public through retention of Heritage Items.*

Comment: Options for adaptive reuse were considered by the Applicant during the concept design; however, the implications of required structural strengthening were deemed to significantly compromise both the integrity of the building and the relevance of possible alternative uses. The site itself is given a new use by creating a public green space and pedestrian link and visual connection to Heretaunga Street, providing social benefit to users of the site both for access and opportunities to pause and relax in a green space within the urban fabric.

(c) *Whether the building in its current state poses a safety risk, including loss of life, in the event of an earthquake, and safety alterations are not an option.*

Comment: The building has been identified as an earthquake risk (<34% NBS). The engineering report states: 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 (Devine, 2020)

Seismic strengthening, even to achieve 67%NBS, was found to require significant structural interventions which would compromise the internal volume and spatial qualities.

(d) *Where the retention of the façade only is proposed, the extent to which the heritage value of the remainder of the building has already been compromised to the extent that demolition is the only viable option, and the impacts of this on the heritage fabric of the District.*

Comment: The whole of the building, excluding the 1925 street façade will be demolished. 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. While aspects of the building interior have already been compromised through alterations and insertion of suspended ceilings and partition walls, the effects of demolition on the heritage value of the building are more than minor. In particular, the loss of the arched concrete frame, exposed brick infill panels, the curved steel trusses and the interior volume created by them. This impact is considered to be significantly mitigated by the overall benefits of the development; including the introduction of inner city living, development of new public open space, creation of the pedestrian laneway, and inclusion of heritage interpretation (social, historic and artistic) and information.

(e) *Where the demolition of the façade is proposed, and the remainder of the building retained....*

Comment: Not applicable

(f) *Whether the site has been identified as a potential Archaeological site....*

Comment: Not applicable

Heritage New Zealand recommendations

With regard to the Heritage New Zealand Information Sheet 14, Checklist for Façade Retention of Buildings, it is the view of this report that the proposal satisfies all recommendations where a building is to be demolished. In particular, the setback of the new building and inclusion of a 'ghost' frame echoing the original 1925 façade, relate to the scale and dimensions of the original building.

In terms of information Sheet 17 (Historic Areas), the proposal is not consistent with the recommendations to avoid affecting the heritage significance integrity and condition of the historic area, including any significant components or building fabric. However, the demolition is associated with planning of a replacement structure designed sympathetically to the significance and character of the area, and does not create a vacant site.

ICOMOS Guidelines

Based on the ICOMOS ranking guidelines, The Former Hawke's Bay Farmers' Co-operative Garage is a place of Medium heritage value.

The magnitude of impact on the setting is assessed as moderate (the setting is significantly modified, including the technological and historical values) and the significance of impact is moderate. This impact is mitigated by:

- the overall benefits of the development; including the introduction of inner city living, development of new public open space and creation of the pedestrian laneway
- the provision of interpretive material recounting the architectural and social history of the site, particularly as this information is not currently readily accessible to the public.
- 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

The magnitude of impact on the building elements is assessed as major (change to key historic building elements, such that the resource is totally altered) and the significance of impact is moderate to large. (For example the roof forms and enclosed spatial qualities are lost.) This impact is somewhat mitigated by:

- the heritage façade of 206 Queen St is retained and structurally strengthened in a manner which minimises visual intrusion,
- the 'ghost' frame, which reflects the original 1925 façade
- a number of original steel barrel vault trusses are incorporated in the park design.

DETAILED ASSESSMENT: 223 HERETAUNGA STREET WEST

District Plan Criteria

The assessment criteria under Chapter 7.3 deemed relevant to this proposal are discussed below.

7.3.7.2N: external additions and 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;

Comment: 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.

(b) Whether the activity promotes good urban design principles for human interaction between public and private land and between existing and proposed pedestrian areas;

Comment: the proposed laneway provides a direct visual and physical mid-block connection between Heretaunga and Queen Streets and creates opportunities for connectivity to adjacent buildings

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

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

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

(c) Whether the proposal is consistent with the desired environmental outcomes sought for buildings located within the Central Character Precinct;

Comment: 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).

(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;

Comment: 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.

(e) The significance of the age of the building and architectural style, era or period to which the existing building belongs;

Comment: 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.

(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;

Comment: 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.

(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;

Comment: 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'.

(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

Comment: 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 (corresponding to the Art Deco and Mayan motifs present on the building) and waka themes.

(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.

Comment: Potentially adverse effects of the proposed change to the character of the precinct are considered to be less than minor.

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;

Comment: 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.

(ii) Architectural style and quality of new construction;

Comment: see (i) above.

Assessment with regards to Heritage Criteria identified in the District Plan

The specific heritage criteria (Table 18.1.6A Clause 7) relate only to Category 1 buildings (which the subject buildings are not), but are nevertheless discussed briefly below:

7. Demolition (including partial demolition)

(a) Whether the demolition or partial demolition of any building identified as Category 1 would compromise:

- *The integrity of the surrounding area*
- *The integrity of a historic area*
- *The value of the District's historic heritage*

Comment: 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.

(b) Whether adaptive re-use has been adequately considered as an alternative to demolition, and the economic and social benefits to the owner and the wider public through retention of Heritage Items.

Comment: The development of a pedestrian laneway through the shell of the building is an adaptive reuse, providing a pedestrian and visual connection link to Queen Street.

(c) Whether the building in its current state poses a safety risk, including loss of life, in the event of an earthquake, and safety alterations are not an option.

Comment: The building has been classified as Earthquake Prone.

(d) Where the retention of the façade only is proposed, the extent to which the heritage value of the remainder of the building has already been compromised to the extent that demolition is the only viable option, and the impacts of this on the heritage fabric of the District.

Comment: the street façade and major structural elements (beams and columns) will be retained but the remaining building will be demolished. The effects of this on the heritage value of the building are more than minor; however, the retained elements support the character of the street and the effect on the heritage value of the streetscape as a whole is deemed minor.

(e) Where the demolition of the façade is proposed, and the remainder of the building retained....

Comment: Not applicable

(f) Whether the site has been identified as a potential Archaeological site...

Comment: Not applicable

Heritage New Zealand recommendations

With regard to the Heritage New Zealand Information Sheet 14, Checklist for Façade Retention of Buildings, it is the view of this report that the proposal satisfies all recommendations where a building is to be partially demolished, with the exception of the recommendation that modifications to ground floor should reflect the original fenestration where possible. The proposal involves removal of the current shopfront (which is not original), to create the pedestrian laneway.

In terms of information Sheet 17 (Historic Areas), the proposal is not consistent with the recommendations to avoid affecting any significant components or building fabric. Removal of the roof and shopfront alters the manner in which the building contributes to the heritage streetscape. However, the proposed new veranda fascia maintains the consistent veranda line of the streetscape. The heritage significance, integrity and condition of the historic area is not adversely affected by the changes to the building.

ICOMOS Guidelines

Based on the ICOMOS ranking guidelines, 223 Heretaunga Street is a place of Low heritage value.

The magnitude of impact on the setting is assessed as minor (Change to setting of an historic building, such that it is noticeably changed) and the significance of impact is slight because:

- projection and height of the new canopy match that of the original, maintaining the heritage values of the streetscape and continuing the consistent veranda line
- glazed canopy signals the presence of the new laneway and the cross-block linkage
- the design narrative of the laneway expresses the pre-European heritage of the setting (this information is not currently readily accessible to the public)
- overall benefits of the development; including the creation of the pedestrian laneway, introduction of inner city living and development of new public open space.

The magnitude of impact on the building elements is assessed as moderate (changes to many key historic building elements, such that the resource is significantly modified). The roof and enclosed spatial qualities are lost, the shopfront (not original) is removed and the storage buildings to the rear are demolished. This impact is somewhat mitigated by:

- the heritage façade of the building is retained and the glazed canopy showcases the Art Deco facade above veranda level (not easily seen at present)
- retention of the structural frame (concrete beams and corbeled columns) maintains the structural rhythm of the building, creating a colonnaded walkway through to the public park space beyond
- the overall benefits of the development; including the creation of the pedestrian laneway, introduction of inner city living and development of new public open space.

CONCLUSION

The proposed redevelopment of 206 Queen Street West and 223 Heretaunga Street West will involve considerable demolition, with the exception of the remaining 1925 portion 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 Hawkes 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 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 facade
- the 'ghost' frame, which reflects the original 1925 façade
- creation of a separate title for the façade to remain in HDC ownership and facilitate future maintenance
- 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
- public amenity created by the cross-block connection
- opportunity to express cultural and historic themes.

Clearly, partial demolition -of the Hawkes 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.

RECOMMENDATIONS

The report makes the following recommendations:



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 (similar to the example shown to left).

- 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 (ie 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.
- Final installation details of re-used trusses subject to approval, including: dimensions of new members (eg 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).

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Author

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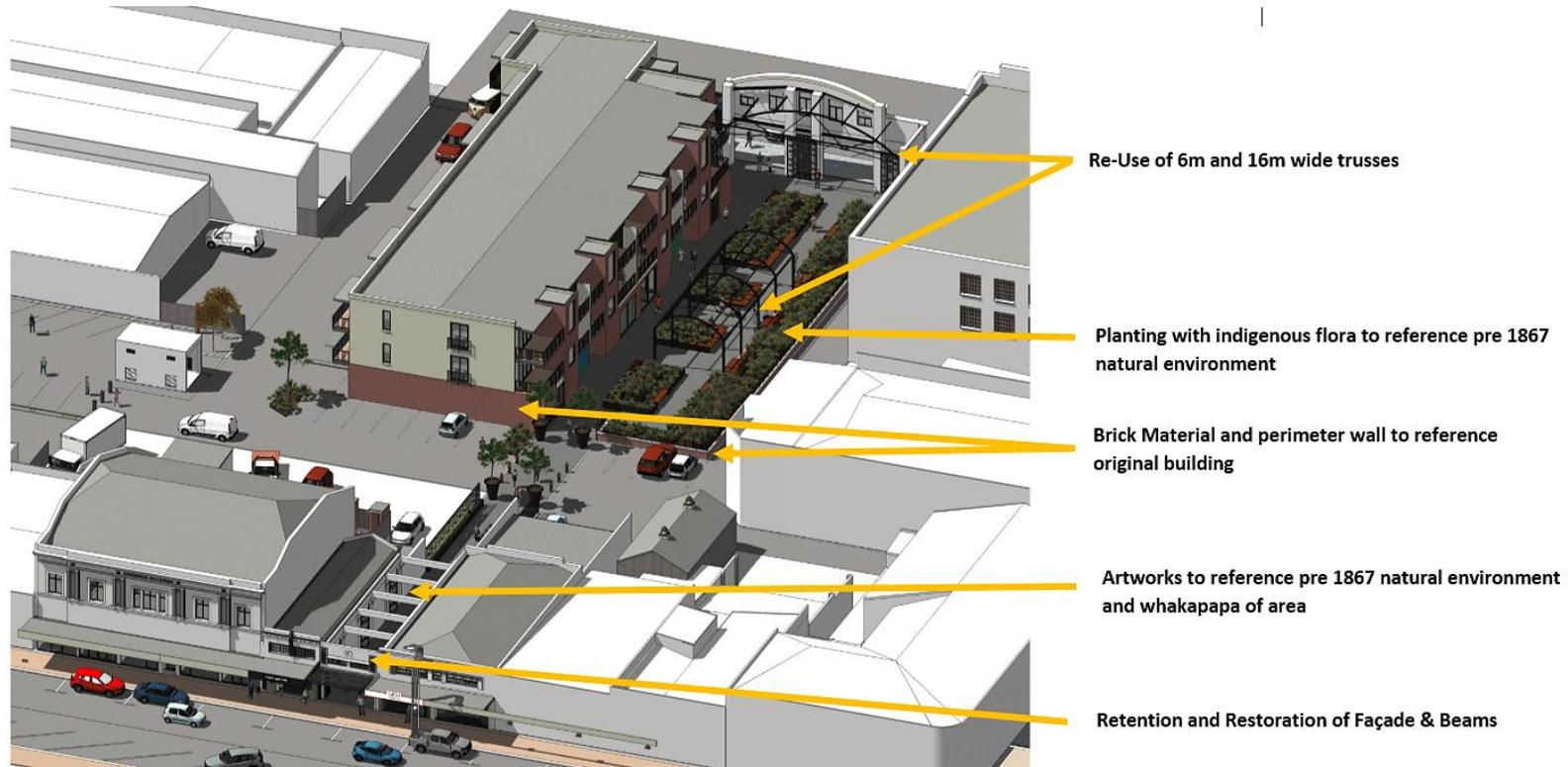


Appendix B: 'Heretaunga & Environs Prior to 1867': HE Phillips 1947 (source National Library of NZ. NZAM-C/286-F)

NOTE: HE Phillips was a Hastings architect, responsible for the post-earthquake (re)design of 223 and 219 Heretaunga Streets.

Appendix C: Heritage Elements in Redevelopment

Heritage Elements in Redevelopment





Appendix D (Strata Group, 2020)

Structural Appraisal – Strata Group

Preliminary Engineering Assessment Technical Summary.

Building Information		DRAFT 20/11/2020
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:- <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. <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. <i>Roof plan bracing</i> - There is no roof bracing system to the steel truss system. The cladding is curved longrun roofing. <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. Foundations to the Façade are unknown, URM load bearing walls and infill panels may have a mixture of URM and concrete foundations. Further details <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. <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. The south wall has an unrestrained URM parapet with internal gutter. <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. <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	Regional geological maps indicate the site is underlain by Holocene river deposits, comprising poorly consolidated alluvial gravel, sand and mud (HB Hazards). 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; Differential settlement in the order of ~50mm. 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.	
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.

DRAFT 20/11/2020

Condition of notable building elements – 1924 original building.

	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.

Preliminary summary of condition and seismic strength

This 1924 building structure has a number of Severe Structural Weakness that require extensive seismic strengthening to resolve. All major building elements will require new seismic resisting structural systems to fully support them and not rely on any current strength that they currently provide.

The condition of the building is generally noted as poor to average and will contribute to its seismic rating. The Severe Structural Weaknesses tabulated above would each be classified as a Critical Structural Weakness if the building was fully assessed, with the building potentially being categorised as a Very High Earthquake Prone building.

A 2020 geotechnical report confirms that the risk of seismically induced ground deformation and liquefaction will cause significant damage to this building. Any strengthening will require extensive foundation improvement to rehabilitate the building below ground level alone. This may also include complete replacement of the existing unreinforced ground bearing slab. It is worth noting the risk of seismically induced soil deformation will also have to be mitigated for any new build that would be placed on the site.

The roof is in poor condition with cladding and purlin structure requiring replacing and a roof bracing system installed.

The front and rear façades are heavy with high centre of mass and are susceptible to seismically induced failure. The front façade may have reasonable structure to canopy level, but the upper portion is susceptible to structural failure at window and parapet level.

The south wall consists of a mixture of load bearing Unreinforced Masonry and minimal concrete cantilever frame. This wall supports the roof and URM parapet and is questionable in its capacity in conjunction with the instability of the URM parapet. It is understood that this wall was repaired and straightened after the 1931 Earthquake. There is notable cracking to this elevation.

The Street canopy requires immediate attention to prop or provide public protection. It will have limited capacity to resist seismic actions but is also susceptible to gravity loads, due to its condition and lack of maintenance. The actual supporting structure is unknown and the capacity of the tension ties back to the building are unknown.

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.

DRAFT

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

Appendix E: Heritage NZ Pouhere Taonga Information Sheets 14 & 17



New Zealand
Historic Places Trust *Pouhere Taonga*

Sustainable Management of Historic Heritage Guidance
Information Sheet 14

Partial demolition of historic buildings

Principles

Best practice conservation principles require the retention of significant heritage buildings and structures in their entirety, including significant external fittings, artwork, interiors, curtilage and associated heritage objects.

Conservation practice acknowledges that later additions to an original building may have acquired significance in their own right.

The partial demolition or removal of significant heritage fabric, including façade retention proposals, is not consistent with best practice conservation principles.

With regard to the partial demolition of any pre-1900 building, the archaeological authority process under the Historic Places Act 1993 may be relevant.

A conservation plan, prepared by a heritage professional, should inform and guide any proposal that involves partial demolition.

Any part of a building or structure that will be demolished should be fully recorded and documented both prior to, and during the partial demolition process.

Checklist for assessing the proposed partial demolition of buildings

- Partial demolition should not be allowed unless it does not adversely affect the significance and integrity of the place.
- The proposed partial demolition should be limited to parts of the building (including interior) that have been identified in a conservation plan or heritage assessment as having no significance, are not contributory to the significance of the heritage place, are intrusive, or where the partial demolition reveals fabric of higher degree of significance.
- The proposed partial demolition should be limited to parts of the building that are beyond physical repair due to fire or other damage.
- Partial demolition should be informed by the concept of greater or total conservation benefit with respect to a large complex group of structures and buildings. It may be that the removal of minor parts of a building may be justified to achieve the conservation of most significant places on the entire site. All other avenues should be explored before

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this option is considered (e.g. funding sources) and all decisions must be informed by a conservation plan.

Checklist for Façade Retention of Buildings (if partial demolition of the rear of the building has been allowed or has occurred)

- The new structure (behind the façade if partial demolition has occurred) should not be visible when viewed from principal viewing points identified in an urban design or heritage assessment.
- Where a façade is to be retained it should include at least one room-depth of the original structure to permit an understanding of the relationship between the original exterior and the interior functions.
- The design of the retained façade should retain the original shape, pitch, covering material and decoration of the roof.
- The retained façade should be subject to active repair and maintenance, retaining original elements and detailing.
- Where modifications to the ground floor frontage of the façade are essential to accommodate a new use, the design should harmonise with the rest of the elevation, reflecting in particular the design of any original fenestration. Modifications to the facade above ground floor level should be avoided.
- The floor levels in the new structure should match existing floor levels. Where this is impracticable care should be taken to ensure floors and/or suspended ceilings do not run horizontally across window openings on the retained facade.
- Any façade retention proposal should ensure that window spaces open into interior spaces. Views to the exterior of the new building or the sky should be avoided.
- The scale and dimensions of the interior spaces immediately behind the facade should be the original interiors, fully restored. Where this is not possible, care should be taken to ensure that interior dimensions and lighting visible from the street is of a compatible scale and form.

Source: NZHPT, *Sustainable Management of Historic Heritage Guidance Series*, Discussion Paper No.2, Assessment of Effects on the Historic Environment, 3 August 2007.

The NZHPT welcomes any feedback and comments on this information sheet.

Comments can be provided to information@historic.org.nz. (Attention: Sustainable Heritage Guidance)

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New Zealand
Historic Places Trust *Pouhere Taonga*

Sustainable Management of Historic Heritage Guidance

Information Sheet 17

Assessing Impacts on Historic Areas

Principles

Historic areas may include registered historic areas, conservation areas and character areas and precincts.

In the urban setting, historic areas may involve significant townscapes and streetscapes. Change in these areas and landscapes needs to be carefully managed to preserve heritage values. Demolition, relocation, or inappropriate additions can undermine the collective integrity of historic areas and landscapes.

The construction of new buildings can compromise historic areas. New buildings should be designed in a manner that is sympathetic to the significance and character of the area.

In the rural setting, historic areas may include complex archaeological and cultural sites and historic landscapes associated with extractive industries (i.e. goldmining), pastoral farming, and nature conservation. Rural historic areas are threatened by a range of land use changes in the environment. Transport and land use planning needs careful consideration with protection offered by protective zones and overlays.

Proactive planning for historic areas will require the use of management plans, structure plans and master plans to guide future development and the formulation of any required plan changes.

The significance of the historic area requires adequate research, documentation and explanation. Appropriately skilled professionals such as landscape architects should be engaged to provide expert advice. Any non-contributory buildings that are of minimal heritage value or are invasive should be identified.

The archaeological authority provisions of the Historic Places Act 1993 may be relevant with regard to any earthworks in a historic area.

Maori heritage values associated with any historic area require special consideration. The documentation of these values may require a cultural heritage impact assessment.

The standards for buildings and structures relating to repair and maintenance, alterations and additions, relocation, partial demolition, demolition, surroundings and subdivision outlined in other information sheets in this series may be relevant considerations for assessing changes to a historic area.

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Checklist for assessing proposed changes to a historic area

- The proposed activity should be located to avoid any damage to places of significance to Maori, historic sites or archaeological sites.
- The proposed activity should not affect the heritage significance, integrity and condition of the historic area including any significant components or building fabric of heritage value.
- The proposed activity should not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.
- The proposed activity should be limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area. Any demolition or removal should not create a vacant site and should be associated with the planning of a replacement structure.

Rural Subdivision

- The proposed subdivision should retain or reinforce the existing and dominant historic property boundaries in terms of size and location.
- The proposed subdivision should retain or reinforce the existing consistent rhythm and pattern of buildings, items, and areas.
- The proposed subdivision should respect the historical layout and character of the area in terms of building envelopes, frontages, building sites, roading, materials and colours.
- The proposed subdivision should have positive heritage outcomes, including the protection and conservation of historic places and areas, and the adoption of covenants and management plans.

Acknowledgements

The standards adopted in this information sheet were adapted from Heritage Victoria, Australia, *Guidelines for the Assessment of Heritage Planning Applications*, 2000 and were revised for the New Zealand context by the NZHPT with the assistance of the Ministry for the Environment and heritage consultants: Chris Cochran, Michael Kelly, and Karen Greig.

Source: NZHPT, *Sustainable Management of Historic Heritage Guidance Series*, Discussion Paper No.2, Assessment of Effects on the Historic Environment, 3 August 2007.

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Appendix F: Hawke's Bay Farmers' Co-op Association Garage (Fowler, 2022)

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.ⁱ

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.ⁱⁱ

A prospectus was issued on 1 January 1888;ⁱⁱⁱ 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.^{iv}

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).^v

The head office would be in Tennyson Street, Napier.^{vi}

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.^{vii}

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.^{viii}

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.^{ix}

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.^x

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".^{xi}

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.^{xii}

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

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

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).^{xvii} The manufacturing works business carried on by Stubbs & Beck in the building was also purchased, and the two men were employed by HBF.^{xviii}

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.^{xix}

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.^{xx} They were agents for Overland and Hupmobile and sold from their Napier garage "for Napier, Hastings and Hawke's Bay".^{xxi}

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.^{xxii}

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.^{xxiii}

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.^{xxiv}

Behind the main building was a benzine (petrol) store.^{xxv} 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.^{xxvi}

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

Upon opening their new "Handsome Building" HBF advertised the sale of benzine from bowsers (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 bowsers, 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".^{xxviii}

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 bowsers were actually inside the building.^{xxxix}

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.^{xxx} General Motors was formed in the United States in 1908, at first as a holding company for Buick but later added other brands.^{xxxi} HBF also had second-hand sales of non-General Motors vehicles for sale, such as Ford and Studebaker.^{xxxii}

General Motors, then the largest manufacturer of vehicles in the world, established an assembly plant in Petone, New Zealand, during 1926^{xxxiii} for Chevrolet, Buick, Oldsmobile, Cadillac and Pontiac vehicles. Vauxhall was added in 1931.^{xxxiv} 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”.^{xxxv}

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”.^{xxxvi} 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.^{xxxvii}

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.^{xxxviii}

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.^{xxxix}

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.^{xl}

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.^{xli}

The cause of the fire was unknown.^{xlii} Fortunately the HBF Garage was not damaged.^{xliii}

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.^{xliv}

The new three-storey building would be designed by one of New Zealand’s eminent architects, Edmund Ancombe from Wellington. It was constructed on earthquake- and fire-resistant principles and opened in September 1930.^{xlv}

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.^{xlvi}

The earthquake did not overly trouble the new HBF building, and it reopened on 11 February,^{xlvii} but the garage did not escape damage.^{xlviii}

Noted in the insurance report was: “East wall badly cracked. Parapet cracked, can be reinstated.”^{xlix} 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.^l

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.^{li}

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).^{lii} 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 bowsers placed in an open area (but roofed) at the front of the extension.^{liii} The old bower area would be turned into the parts department.^{liv}

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”.^{lv}

Cyril worked at the garage until retiring on 8 April 1971.^{lvi}

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.^{lvii}

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.^{lviii}

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 Elvis.^{lix}

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.^{lx} This coincided with HBF Garage receiving Land Rovers, which were snapped up by farmers who were flush with cash.^{lxi}

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.^{lxii}

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.^{lxiii} Peter McNab, who started as an apprentice in 1957, recalls Land Rovers were serviced frequently.^{lxiv}

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.^{lxv}

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.^{lxvi} In fact the building was cold in general, and to keep warm, the men huddled around a wood fire in a 44 gallon drum.^{lxvii}

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.^{lxviii}

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”.^{lxix}

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.^{lxx} This scheme would continue until 26 February 1972.^{lxxi}

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.^{lxxii}

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.^{lxxiii}

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.^{lxxiv} Frequent servicing and repairs provided a brisk trade for the HBF Garage.^{lxxv}

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, and HBF could sell it for it for more again.^{lxxvi}

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.^{lxxvii}

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'."^{lxxviii}

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."^{lxxix}

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 building^{lxxx} and around 1964 this moved to the corner of Heretaunga Street and Tomoana Road.^{lxxxii}

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.^{lxxxiii}

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.^{lxxxiii}

The role of HBF Motor Division general manager was shifted in 1967 to the Napier branch in Dickens Street.^{lxxxiv}

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.^{lxxxv}

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.^{lxxxvi}

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.^{lxxxvii} However, by 1 December 1970 a new entity had been formed under Holden logo, and a new name, Farmers Motors.^{lxxxviii}

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.^{lxxxix}

Sir Edwin Bate, chairman of Baillie Motors Limited, then a public company, had announced in May 1970 that merger discussions were underway with HBF.^{xc}

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.^{xc1}

However, the following year an announcement was made on 8 September that a merger would take place on 1 November 1971.^{xcii} 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.^{xciii} 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."^{xciv} Peter McNab chief clerk of Farmers Motors said it had been a good business up to the time of the merger.^{xcv}

On 24 November 1966, Baillie Motors had opened a new head office on the corner of Nelson and Queen Streets.^{xcvi} The employees of the former Farmers Motors would relocate to this site.^{xcvii} 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.^{xcviii}

Baillie Motors general manager Gilbert Lloyd would be appointed in the same position for Baillie Farmers Motors Limited.^{xcix}

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.^c

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.^{ci}

After a series of mergers HBF had ceased to exist by the 1990s, and the former garage building went into various private ownerships.^{cii}

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.^{ciii}

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.^{civ}

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”.^{cv}

ⁱ *Daily Telegraph* (9 January 1888).

ⁱⁱ *Ibid.*

ⁱⁱⁱ *Ibid.*

^{iv} *Ibid* (27 April 1888).

^v Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.98.

^{vi} *Hawke's Bay Herald* (11 January 1892).

^{vii} Retrieved from <http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc06Cycl-t1-body1-d2-d27-d46.html> on 8 March 2022.

^{viii} *Hastings Standard* (30 April 1896).

^{ix} *Ibid* (9 September 1902).

^x *Hawke's Bay Herald* (12 November 1902).

^{xi} *Hastings Standard* (18 January 1908).

^{xii} *Waipawa Mail* (13 October 1908).

^{xiii} *Hastings Standard* (23 August 1909).

^{xiv} *Ibid* (9 November 1915).

^{xv} *Ibid* (17 February 1911).

^{xvi} *Wise's New Zealand Town Directory*, Hastings. 1910, p.452.

^{xvii} *Hastings Standard* (17 July 1912).

^{xviii} *Ibid* (3 August 1912).

^{xix} Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington, p.123.

^{xx} *Waipawa Mail* (19 October 1912).

^{xxi} *Hastings Standard* (4 December 1912).

^{xxii} *Waipawa Mail* (24 October 1914).

^{xxiii} The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

^{xxiv} *Hastings Standard* (13 June 1919).

^{xxv} The Council of Fire and Accident Underwriters' Association of New Zealand, Hastings, Block 1.

^{xxvi} Boyd, Mary (1984). *City of the Plains: A History of Hastings*. Victoria University Press, Wellington. p.243.

^{xxvii} *Hawke's Bay Tribune* (16 July 1926).

^{lxxxiii} *Ibid.*

^{lxxxiv} Heather Pulford, personal communication (17 March 2022).

^{lxxxv} Peter McNab, personal communication (22 March 2022).

^{lxxxvi} Kevin Watkins (8 March 2022). Stuart Cheyne (10 March 2022), Peter McNab (22 March 2022), personal communications.

^{lxxxvii} *Hawkes Bay Herald-Tribune* (2 November 1970).

^{lxxxviii} *Ibid* (3 December 1970).

^{lxxxix} *Press* (15 May 1970).

^{xc} *Ibid.*

^{xcⁱ} Garry Mulvanah, personal communication (9 March 2022).

^{xcⁱⁱ} *Press* (9 September 1971).

^{xcⁱⁱⁱ} *Ibid.*

^{xc^{iv}} Kevin Watkins, personal communication (9 March 2022).

^{xc^v} Peter McNab, personal communication (22 March 2022).

^{xc^{vi}} Retrieved from <https://collection.mtghawkesbay.com/objects/10029/hastings-mayor-mr-r-v-giorgi-opens-baillie-motors-new-building-complex> on 30 March 2022.

^{xc^{vii}} Kevin Watkins, personal communication (9 March 2022).

^{xc^{viii}} *Ibid.*

^{xc^{ix}} *Ibid.*

^c Stuart Cheyne, personal communication (20 March 2022).

^{ci} Hastings District Council archives. File: Erect New premises, 1972.

^{cⁱⁱ} 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.

^{cⁱⁱⁱ} *Ibid.*

^{c^{iv}} Megan Gaffaney, personal communication, (5 April 2022).

^{c^v} Megan Gaffaney, personal communication (9 February 2022).



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



R. W. Muir
Registrar-General
of Land

Identifier **HBF3/551**
Land Registration District **Hawkes Bay**
Date Issued 05 September 1974

Prior References
HB45/53

Estate Fee Simple
Area 255 square metres more or less
Legal Description Lot 1 Deposited Plan 13663

Registered Owners
Hastings District Council

Interests

Subject to party wall rights over part created by Transfer 305499.1 - 5.9.1974
Appurtenant hereto are party wall rights created by Transfer 305499.1 - 5.9.1974

Transaction Id
Client Reference ghall001

Search Copy Dated 16/08/22 11:58 am, Page 1 of 2
Register Only



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier **HBP2/185**
Land Registration District **Hawkes Bay**
Date Issued 18 February 1992

Prior References

HBD4/235 HBJ1/645

Estate Fee Simple
Area 2057 square metres more or less
Legal Description Lot 1 Deposited Plan 5310 and Lot 1
Deposited Plan 22385

Registered Owners

Hastings District Council

Interests

Subject to Sections 304 (4) and (5) Local Government Act 1974

Subject to a right of way over part marked A on DP 22385 specified in Easement Certificate 568965.5 - 18.2.1992 at 1.36 pm (affects Lot 1 DP 22385)

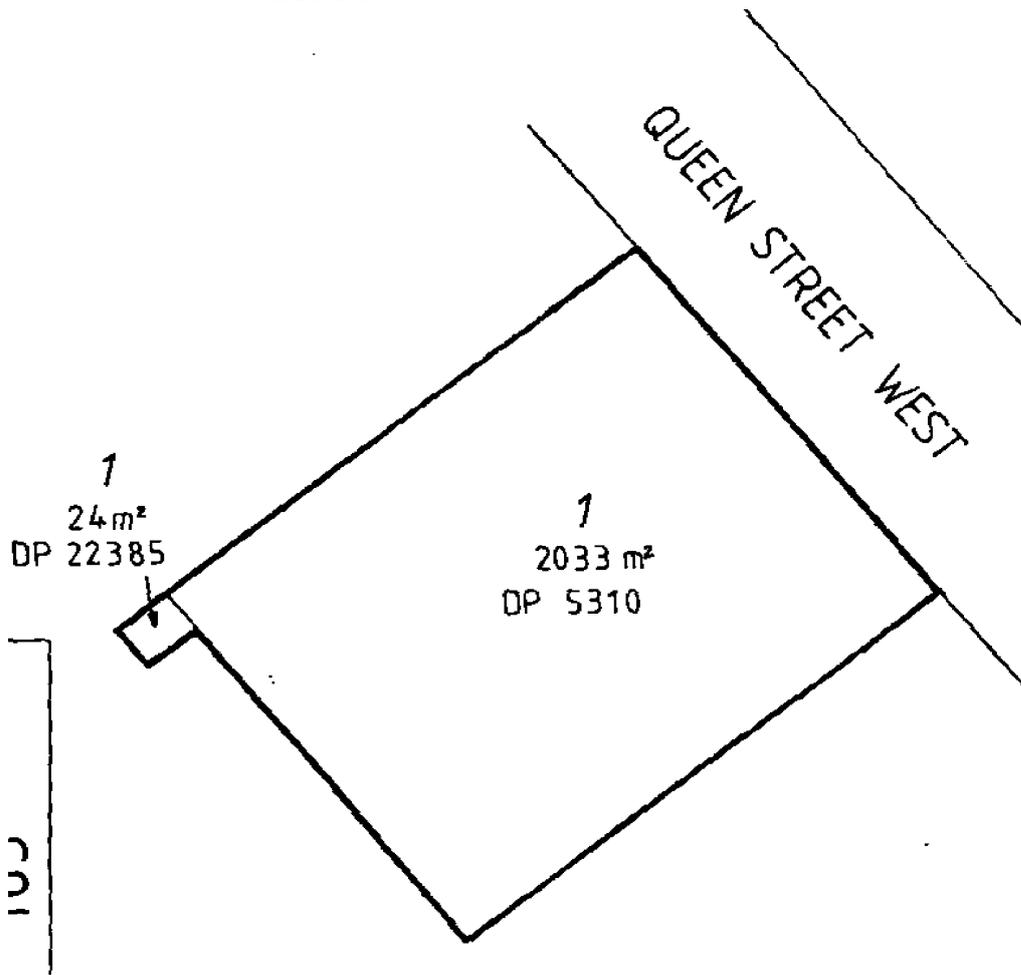
Appurtenant hereto is a right to drain sewage specified in Easement Certificate 568965.5 - 18.2.1992 at 1.36 pm

The easements specified in Easement Certificate 568965.5 are subject to Section 309 (1) (a) Local Government Act 1974

Transaction Id
Client Reference ghall001

Search Copy Dated 16/08/22 11:58 am, Page 1 of 2
Register Only

Identifier HBP2/185



Transaction Id
Client Reference ghall001

Search Copy Dated 16/08/22 11:58 am, Page 2 of 2
Register Only



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy



Identifier **1023932**
Land Registration District **Hawkes Bay**
Date Issued 03 November 2021

Part-Cancelled

Prior References
584847

Estate Fee Simple
Area 208 square metres more or less
Legal Description Lot 3 Deposited Plan 22385

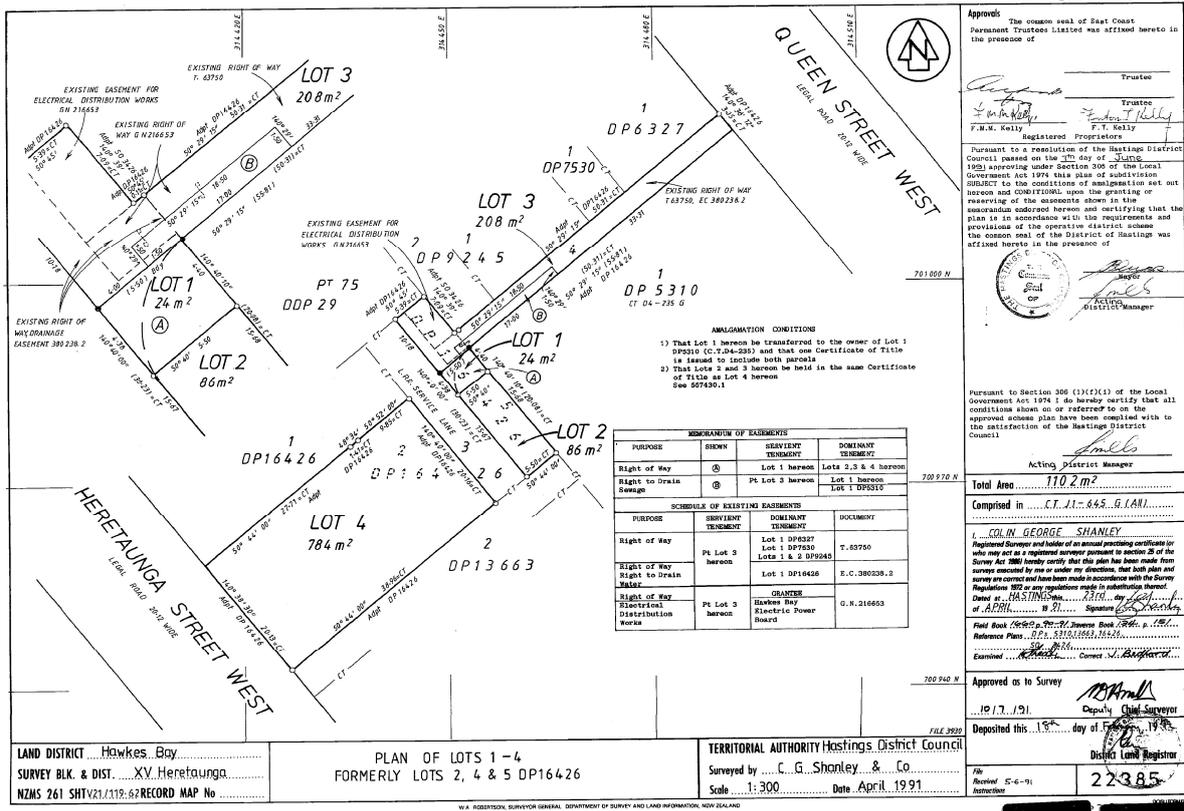
Registered Owners
Hastings District Council

Interests

Subject to a right of way over part herein created by Transfer 63750 - 12.7.1935 at 12:20 pm
216653 Gazette Notice declaring the surface, the subsoil and the airspace above the surface to a height of 12 feet of part herein containing 30m² taken for Electrical Distribution Works and vesting the same in the Hawkes Bay Electric Power Board - 10.11.1967 at 2.01 pm
Subject to a general right of way over part coloured sepia on SO 3426 created by Gazette Notice 216653 - 10.11.1967 at 2:01 pm
Appurtenant to part herein coloured blue and yellow on SO 3426 is a general right of way created by Gazette Notice 216653 - 10.11.1967 at 2.01 pm
Subject to a right of way and a right to drain water over part marked A on DP 16426 specified in Easement Certificate 380238.2
The easements specified in Easement Certificate 380238.2 are subject to Section 309 (1) (a) Local Government Act 1974
Appurtenant hereto is a right of way specified in Easement Certificate 568965.5 - 18.2.1992 at 1.36 pm
Subject to a right to drain sewage over part marked B on DP 22385 specified in Easement Certificate 568965.5 - 18.2.1992 at 1.36 pm
The easements specified in Easement Certificate 568965.5 are subject to Section 309 (1) (a) Local Government Act 1974
Subject to a right of way over part marked A on DP 449670 created by Easement Instrument 9082516.3 - 7.6.2012 at 1:54 pm
Subject to a right of way over part marked A on DP 449670 created by Easement Instrument 12261786.6 - 3.11.2021 at 12:13 pm

Transaction Id 70191510
Client Reference shill007

Search Copy Dated 25/08/22 5:18 pm, Page 1 of 1
Register Only



LAND DISTRICT Hawkes Bay
 SURVEY BLK. & DIST. XV Heretaunga
 NZMS 261 SH1V21.111R.62 RECORD MAP No

PLAN OF LOTS 1-4
 FORMERLY LOTS 2, 4 & 5 DP16426

TERRITORIAL AUTHORITY Hastings District Council
 Surveyed by C. G. Shantley & Co
 Scale 1:300 Date April 1991

Approvals
 The common seal of East Coast Paramount Trustees Limited was affixed hereto in the presence of:
 Trustees:
 F.M.M. Kelly
 F.T. Kelly
 Registered Proprietors

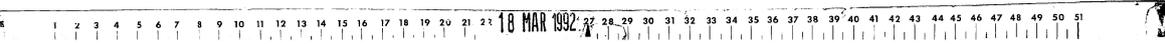
Pursuant to a resolution of the Hastings District Council passed on the 17th day of June 1991 pursuant to section 306 of the Local Government Act 1974 this plan of subdivision SUBJECT to the conditions of amalgamation set out hereon and CONDITIONAL upon the granting or reserving of the easements shown in the memorandum endorsed hereon and certifying that the plan is in accordance with the requirements and provisions of the operative district scheme the common seal of the District of Hastings was affixed hereto in the presence of:
 District Manager

Pursuant to section 306 (3)(2)(c) of the Local Government Act 1974 I do hereby certify that all conditions shown on or referred to on the approved scheme plan have been complied with to the satisfaction of the Hastings District Council.
 Acting District Manager

Total Area 110.2 m²
 Comprised in ... CT. 11-845, G.I.A.M.I.

I, COLIN GEORGE SHANTLEY
 Registered Surveyor and holder of an annual practicing certificate for who may act as a registered surveyor pursuant to section 21 of the Survey Act 1980 hereby certify that this plan has been made from surveys conducted by me or under my direction, that both plans and survey are correct and have been made in accordance with the Survey Regulations 1982 and any regulations made in substitution thereof.
 Done at HASTINGS on 21/04/91
 of A.C.B.M. Signatures
 Field Book ...
 Reference Plans ...
 Examined ...

Approved as to Survey
 10/7/91
 Deposited this 15th day of February 1991
 District Land Registrar
 No. Received 5-6-91
 22385







View Statutory Action

Parcel Lot 3 Deposited Plan 16426

Current Purpose Local Purpose Reserve (Service Lane)

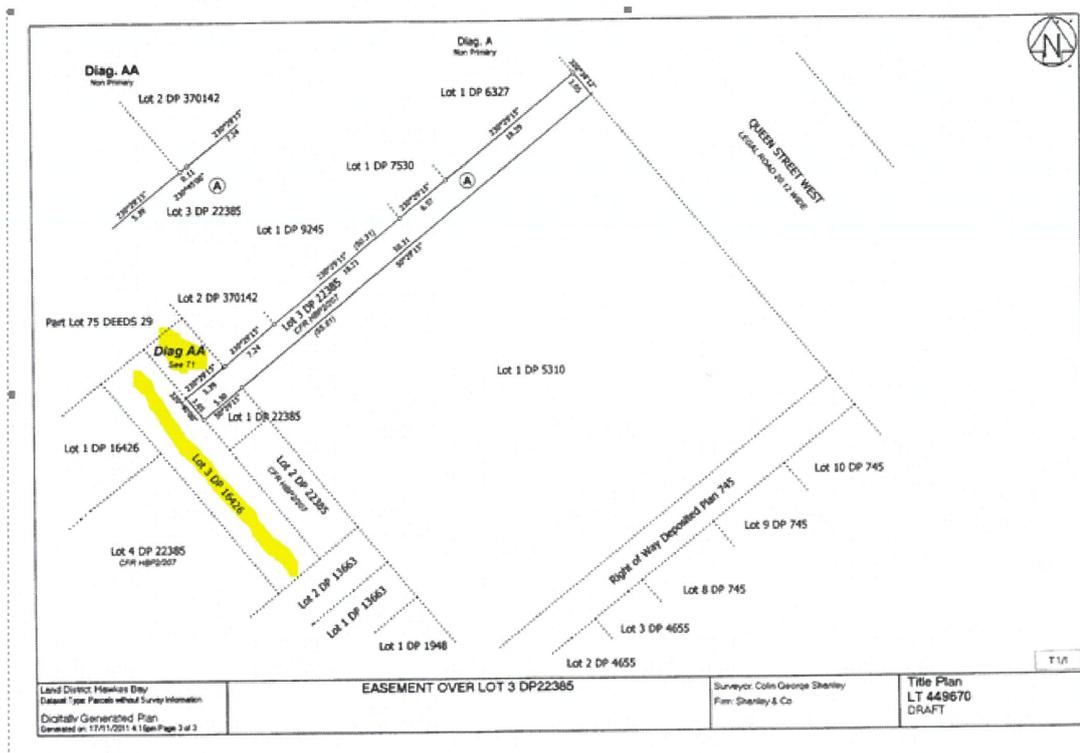
Parcel ID 4190190

Parcel Status Current

Statutory Action	Type	Recorded	Action	Status
DP 16426	Vesting on Deposit	11/09/2001	Create	Current

Statute Purpose Name Local Purpose Reserve (Service Lane)

Comments



 HASTINGS DISTRICT COUNCIL <i>Te Kaunihera ā-Rohe o Heretaunga</i>	RESOURCE CONSENT APPLICATION RMA20220352
	PLANNING REPORT SECTIONS 95A NOTIFICATION REPORT

Summary of Application Details	
Applicant:	<i>Hastings District Council</i>
Address of Site:	206 and 218 Queen Street West and 223 Heretaunga Street West, Hastings PID's: 25706, 103681 and 21031
Legal Description:	LOT 1 DP 13663 - CFR HBF3/551 <i>Subject to party wall rights</i> LOT 1 DP 5310 and Lot 1 DP 22385 - CFR HBP2/185 <i>Subject to easements</i> LOT 2 DP 22385 - CFR 584846 <i>Subject to easements</i> Lot 3 DP 22385 - CFR 1023932 (part cancelled) <i>Subject to easements and Gazette Notice for 'electrical distribution works'</i> Lot 3 DP 16426 (No CFR) <i>Local Purpose Reserve (Service Lane)</i>
Area:	2,606m ²
District Plan Zoning:	Hastings Central Commercial Zone Partially Operative Hastings District Plan (March 2020)
District Plan Overlays:	<u>Entire site:</u> Central Retail Core Precinct Central Character Precinct <u>206 Queen Street West:</u> Historic Heritage Feature – HB46: Hawke's Bay Farmers' Co-operative Association Limited Garage <u>223 Heretaunga Street West:</u> Designated Retail Frontage
Proposal:	Demolition of existing buildings, earthworks, and redevelopment of the site involving: <ul style="list-style-type: none"> • Earthworks and removal of an old fuel tank on-site; • Demolition of existing buildings, including a Heritage Item (HB46), excluding the façades; • Retention of the façades at 223 Heretaunga Street West and 206 Queen Street West Heritage Item (HB46); • Construction of a new three-storey mixed-use commercial and medium density residential apartment building with private parking (18 spaces) on the ground floor; • Widening an existing formed right-of-way from Queen Street West; • Provision of 14 public parking spaces along the exterior wall of the building and adjacent to the right-of-way; • Construction of a pedestrian laneway from 223 Heretaunga Street West through to a public park/greenspace; and • Provision of a public park/greenspace.

Summary of Application Details continued	
Reasons for Application:	<p><u>Partially Operative Hastings District Plan (March 2020) Provisions</u></p> <p>Central Commercial Zone:</p> <p>All Permitted (P), Controlled (C) and Restricted Discretionary (RD) Activities shall comply with the General Performance Standards and Terms in Section 7.3.5 and any relevant Specific Performance Standards and Terms in Section 7.3.6</p> <ul style="list-style-type: none"> • Rule CCR20: any Permitted or Controlled Activity not meeting one or more of the General or Relevant Specific Performance Standards and Terms in Sections 7.3.5 and 7.5.6 (RD) <ul style="list-style-type: none"> - Rule CCR1: Commercial activities (P) - Rule CCR3: Residential activities and/or Comprehensive Residential Development that are above-ground floor level; and/or Mixed-Use Development wherein the residential activity component is above ground-floor level (P) <ul style="list-style-type: none"> ▪ Rule 7.3.5D: Active Retail Frontage (223 Heretaunga Street West) – there will be less than 75% of the street frontage having a clear, glazed window display space, in that no provision for display windows fronting Heretaunga Street West is made ▪ Rule 7.3.6I (7): Each residential unit will not have an outdoor service, rubbish, and recycling storage space of 5m², as the residential units and internal commercial tenancy will have access to two waste and recycling storage areas of approximately 10m² each, within the ground floor of the buildings, while the commercial tenancy facing Queen Street West will have its own waste and recycling storage area • Rule CCR24: Any activity which is not provided for as a Permitted, Controlled, Restricted Discretionary or Discretionary Activity is a Non-complying (NC) Activity <ul style="list-style-type: none"> - Rule CCR16: External alterations of buildings (including relocation and demolition) within the Central Character Precinct (RD-NN) - Rule CCR17: Construction of new buildings within the Central Character Precinct (RD-NN) - Rule CCR18: Construction of new buildings within the Central Commercial Zone (RD-NN) <ul style="list-style-type: none"> ▪ Rule 7.3.5D is not met as set out above <p>Heritage Items:</p> <ul style="list-style-type: none"> • Rule H17: Demolition, including partial demolition, of any Heritage Item identified in Schedule 1 (206 Queen Street West) (NC) <p><u>Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011</u></p> <p>Earthworks, Removal of an old Fuel Tank, and Change of Use</p> <ul style="list-style-type: none"> • Regulation 10: Removing fuel storage system, disturbing soil and change in use (residential) where the DSI states the soil contamination exceeds the applicable standard in Regulation 7 (RD)
Assessment of Status:	<p>Non-complying Activity under the Partially Operative Hastings District Plan (March 2020) and Restricted Discretionary Activity under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011. The overall activity status of the proposal is a Non-complying Activity</p>
Key Dates:	<p>Application Lodged with Council: Tuesday, 16th August 2022</p> <p>Further Information Request: Monday, 19th September 2022 (yet to be responded to)</p>
Report Prepared By:	<p>Jacqui Manning (Consultant Planner) on behalf of Hastings District Council as consent authority</p>

1.0 PURPOSE OF THIS REPORT

- 1.1 The purpose of this notification report is to make a recommendation to Hastings District Council (as consenting authority) as to whether or not the public or specific parties should be notified of a proposal requiring resource consent. This report is not to consider whether or not resource consent should be granted; that will be a matter for a subsequent report.
- 1.2 The recommendation is that the application be processed on a publicly notified basis in accordance with s95A of the Resource Management Act 1991 ('RMA'), and that notice of the application be served on all persons identified in this report.

2.0 THE PROPOSAL

2.1 Background

- 2.1.1 Section 5 of the resource consent application explains the background to, and the purpose of, the proposal and is summarised as follows:
- The proposal stems from several studies and plans which identified a 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 Central Business District ('CBD').
 - A report in January 2014 considered four alternative locations for possible cross-block (North/South) pedestrian links within Hastings' CBD.
 - Three locations were in the Hastings '300 block' and one was in the '200 block'. The application site is the '200 block' referred to.
 - The January 2014 report recommended that the link in the '200 block' would be most effective if implemented as part of the redevelopment of the Hawke's Bay Farmers' Co-operative Association Limited Garage site and associated possibility for a 'pocket park'.
 - The land was purchased by Hastings District Council ('Council') over a period from 2017 to 2021. The project's chronology is provided within Appendix B to the resource consent application
 - Since 2018 numerous investigations have explored at least 20 design concepts, land use (including combinations) options, and the future of the Hawke's Bay Farmers' Co-operative Association Limited Garage building (including retention and restoration).
 - A structural appraisal and subsequent peer review determined all options lead to total earthquake strengthening being required at a multi-million-dollar cost; correspondence related to this is contained within Appendix C of the resource consent application.
 - Council on 8th December 2020 made the decision to proceed with the redevelopment on the basis that the Hawke's Bay Farmers' Co-operative Association Limited Garage building would have to be partially demolished (i.e., only the façade would be retained).

2.2 Overview

- 2.2.1 Janeen Kydd-Smith of Sage Planning prepared the resource consent application and associated assessment of environmental effects ('AEE') on behalf of the Applicant and has provided a thorough description of the proposal (refer Section 6 of the AEE) in the application documentation. The description is adopted for the purposes of this assessment, with an overview provided below.
- 2.2.2 The purpose of the application is to facilitate the redevelopment of the site which in summary includes:
- Earthworks and removal of an old fuel tank on-site;
 - Demolition of existing buildings, including a Heritage Item (HB46), excluding the façades;
 - Retention of the façades at 223 Heretaunga Street West and 206 Queen Street West Heritage Item (HB46);
 - Construction of a new three-storey mixed-use commercial and medium density residential apartment building with private parking (18 spaces) on the ground floor;
 - Widening an existing formed right-of-way from Queen Street West;
 - Provision of 14 public parking spaces along the exterior wall of the building and adjacent to the right-of-way;
 - Construction of a pedestrian laneway from 223 Heretaunga Street West through to a public park/greenspace; and
 - Provision of a public park/greenspace.

- 2.2.3 The demolition of the Hawke’s Bay Farmers’ Co-operative Association Limited Garage building entails removal of an old fuel tank and contaminated soil.
- 2.2.4 The 18 one- and two-bedroom apartments occupying the first and second floors of the main building on the application site are generally arranged in groups of four with two openings at each level off an internal lobby / stair entry, with each apartment having a front and back external terrace / deck. On the ground floor there are 18 car parks and utility spaces for the storage of rubbish and recycled material for the apartments.
- 2.2.5 Two commercial tenancies will be located at ground floor level within the main building - one larger tenancy fronting Queen Street West and the other smaller tenancy on the eastern side of the building, fronting onto the proposed public open space. The larger tenancy includes 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 apartments.
- 2.2.6 The main outer structure of the Hawke’s Bay Farmers’ Co-operative Association Limited Garage building is to be demolished, with the area immediately behind the retained original façade on Queen Street West to be developed into a new 740m² public park / greenspace, accessed from the pedestrian laneway to the south, directly from Queen Street West, and from the eastern side of the main building proposed on the application site.
- 2.2.7 The existing building at 223 Heretaunga Street West will in the main be demolished, excepting the existing Art Deco façade, which will be repaired and repainted. The existing shop frontage to Heretaunga Street West will be removed and replaced with an open, 6 metre wide, public thoroughfare and point of entry to a proposed laneway that leads to the public park / greenspace. The existing verandah will be changed to a glazed canopy.
- 2.2.8 Figures 1 to 3 below are extracted from the application documentation and are the proposed site / building layout and elevation plans of the development.

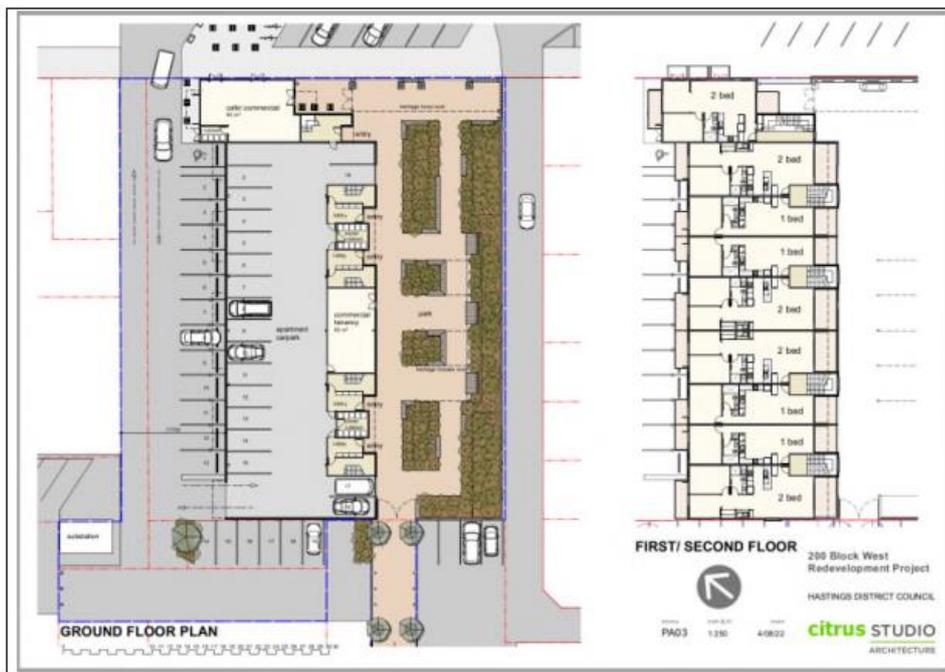


Figure 1 – Site and Ground, First and Second Floor Layout Plans



Figure 2 – South-West and South-East Elevation Plans



Figure 3 – North-East and North-West Elevation Plans

- 2.2.9 An established right-of-way at the north-western side of the site, providing for two-way traffic from Queen Street West to the rear of the buildings fronting Heretaunga Street West, will be retained. This will provide access to / from the private apartment car parking and additional 19 car parks to be provided to the rear and north-west of the proposed main building; in addition to retaining the existing function of providing access to the rear of the Heretaunga Street West buildings.
- 2.2.10 Further details of the proposal and mitigation measures are included in the application AEE. It is also noted that the application AEE includes appended expert technical reports as follows:
- **Appendix F** - Servicing Report, prepared by Infir, June 2022.
 - **Appendix G** - Parking Assessment, prepared by Urban Connection Limited, June 2022.
 - **Appendix H** - Detailed Site Investigation (NES-CS), prepared by EAM NZ Limited, June 2022
 - **Appendix I** - Crime Prevention Through Environmental Design (CPTED) Report, prepared by Hastings District Council (reviewed by Urban Perspectives Limited), July 2022
 - **Appendix J** – Heritage Impact Assessment, prepared by Ann Galloway Architect Ltd, August 2022

3.0 ADEQUACY OF THE APPLICATION

- 3.1 The application was assessed and confirmed as complete in terms of s88 of the RMA and was formally received on 26th August 2022.
- 3.2 Further information was requested of the Applicant in terms of s92 of the RMA on Monday, 19th September 2022. The information sought relates to:
- **Sunlight Admission to Streets** - address Rule 7.3.5A relating to the Heretaunga Street West 'Designated Retail Frontage'.
 - **Servicing** - stormwater (on-site attenuation, surface area extent, and type of roof material), wastewater (assess entire development), and water (address typing error and assess service with inclusion of inner commercial tenancy).
 - **Signage** - confirmation or otherwise of signage as part of application.
 - **Visibility Splay** - address pedestrian visibility in relation to the Queen Street West vehicle access point.
 - **Loading** - to be shown, including on-site manoeuvring, on dimensioned plan.
 - **Parking** - application AEE and plans to talk to one another and plans to include dimensions and tracking curves.
 - **Residential Activity** – confirmation of net floor area via dimensions on plan set.
- 3.3 At the date of this report, the Council is awaiting a response to the request. The further information requested of the Applicant does not diminish the extent of the application documentation lodged or the ability to undertake the assessments as required by s95A and s95B of the RMA.
- 3.4 On receipt of the further information from the Applicant, the information provided will be made publicly available.
- 3.5 Within the application AEE the following effects are considered:
- amenity;
 - construction of new buildings in the Central Character Precinct of the Central Commercial Zone;
 - demolition of buildings on the existing character of the Central Character Precinct of the Central Commercial Zone;
 - mixed use development in the Central Commercial Zone – best practice urban design;
 - historic heritage;
 - archaeological;
 - transportation and parking;
 - noise;
 - stormwater;
 - soil contamination; and
 - positive.
- 3.6 The application AEE concludes that the adverse effects of the proposal on the wider environment will be no more than minor due to the conditions volunteered to address adverse effects of the proposal.

4.0 REQUIREMENT FOR OTHER CONSENTS OR APPROVALS

4.1 No other resource consents are required in relation to the proposal. The applicant has noted in their AEE that it will apply for an archaeological authority under Section 44 of the Heritage New Zealand Pouhere Taonga 2014 prior to commencing the redevelopment.

5.0 THE SITE AND SURROUNDING ENVIRONMENT

5.1 Site Visit

5.1.1 I carried out a visit to the site, proposal area and greater environment on Sunday, 28th and Wednesday, 31st August 2022.

5.1.2 The visits did not include internal viewing of the existing buildings as the key matters pertaining to the proposal did not necessitate such a visit.

5.2 The Site

5.2.1 The site is located is located central to the block bounded by Queen Street West, King Street North, Heretaunga Street West and Market Street North as shown by the red delineation in Figure 4 below.



Figure 4 – Site Location
(Source: Figure 1, Section 3, Application AEE)

5.2.2 The site is flat with a large area of the site being occupied by the Hawke’s Bay Farmers’ Co-operative Association Limited Garage building. The remainder of the application site consists of car parking, access, an electricity utility building, and a commercial building fronting Heretaunga Street West.

5.2.3 The Hawke’s Bay Farmers’ Co-operative Association Limited Garage building is a Category 2 Heritage Item in Schedule 1 of the Partially Operative Hastings District Plan (March 2020) (‘District Plan’). The building is also listed with Heritage NZ as a Historic Place Category 2 (list number 1095). The application AEE, Section 3, describes the building’s features to include a triple barrel vault roof structure with corrugated iron roof, skylights, brick walls, supported by concrete columns and beams and a concrete floor.

- 5.2.4 On Queen Street West, located at the north-western reaches of the site, there is an existing vehicle access point which provides access to the rear of Hawke's Bay Farmers' Co-operative Association Limited Garage building and other adjoining sites and buildings.

5.3 Historic and Present Activity

- 5.3.1 The history of the Hawke's Bay Farmers' Co-operative Association Limited Garage building is best described in the detailed history of the site attached as Appendix A, the Heritage Impact Assessment attached and Appendix J, and Section 4 (Property History), pg. 4 and 5 of the Detailed Site Investigation ('DSI') Report attached as Appendix H, to the application AEE. Historic uses include automobile dealership and service centre, bulk store, service station, liquor store, and retail store. The building is presently vacant.
- 5.3.2 The remaining open, sealed, area of the site is utilised for access, turning area, car parking, and loading both for the application site and those commercial buildings fronting Heretaunga Street West.
- 5.3.3 The building fronting Heretaunga Street West is a commercial retail outlet, although presently vacant.

5.4 Surrounding Environment

- 5.4.1 There are commercial (retail, office, service, and vacant) buildings adjoining and opposite the site. At the time of my site visit, the building on the corner of Queen Street West and Market Street North was vacant. Directly opposite the application site is the Kiwibank building and associated car parking.
- 5.4.2 In respect of the Heretaunga Street West retail frontage the surrounding environment is a mix of retail activities.
- 5.4.2 Further detail relating to the site and surrounding environment, as known by the Applicant, is contained within Section 3 'Description of Site and Surrounding Environment' (pg. 4 - 10) of the application AEE.

6.0 REASONS FOR CONSENT AND ACTIVITY STATUS

6.1 Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NES-CS')

- 6.1.1 The NES-CS is a nationally consistent set of controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before soil disturbance and/or land development activities take place, and if necessary, the land is remediated, or the contaminants contained, to make the land safe for human use.
- 6.1.2 The policy objective of the NES-CS is *'to ensure land affected by contaminants in soil is appropriately identified and assessed when soil disturbance and/or land development activities take place and, if necessary, remediated or the contaminants contained to make the land safe for human use'*¹.
- 6.1.3 Consideration of the NES-CS is required at the time of change in land use, subdivision, or earthworks on a piece of land upon which an activity on the Hazardous Activities and Industrial List ('HAIL') has/is or is more likely than not been undertaken.
- 6.1.4 The NES-CS is applicable to this proposal in respect of that part of the site known as 206 Queen Street West, the site of the Hawke's Bay Farmers' Co-operative Association Limited Garage building. The Hawke's Bay Farmers' Co-operative Association Limited Garage building site is best described in DSI Report, Appendix H, to the application AEE. The storage of petroleum above or below ground, storage tanks or drums for fuel chemicals or liquid waste, engineering workshop with metal fabrication, asbestos products disposal (including buildings containing asbestos products), vehicle fuelling, service and repair, land subject to the migration of hazardous activities and land subject to the intentional or accidental release of hazardous substance/s are activities identified within the HAIL, as referenced in the NES-CS, having operated within the Hawke's Bay Farmers' Co-operative Association Limited Garage building site where contamination of land may have occurred.
- 6.1.5 The Hawke's Bay Farmers' Co-operative Association Limited Garage building site is affected by NES-CS as the proposal involves a change of use and soil disturbance on a HAIL site.

¹ Ministry for the Environment - Users' Guide: NES For Assessing and Managing Contaminants in Soil to Protect Human Health (April 2012) – Section 1.2.3, page 6

- 6.1.6 Regulation 8(3) of the NES-CS states that 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.
- 6.1.7 Regulation 8(4) of the NES-CS states that changing the use of the piece of land is a Permitted Activity while the following requirements are met:
- (a) a preliminary site investigation of the land or piece of land must exist:
 - (b) the report on the preliminary site investigation must state that it is highly unlikely that there will be a risk to human health if the activity is done to the piece of land:
 - (c) the report must be accompanied by a relevant site plan to which the report is referenced:
 - (d) the consent authority must have the report and the plan.
- 6.1.8 Sites which do not meet the permitted standards above, become a Controlled Activity pursuant to either Regulation 9(1) or 9(3) of the NES-CS, provided that they meet the following Regulations:
- (9)(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
- (9)(3) If a requirement described in regulation 8(4) 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 (4), if there are any, must be complied with.
- 6.1.9 Sites where a DSI exists stating that the contaminants exceed the applicable standard in Regulation 7 are required to be considered as a Restricted Discretionary Activity pursuant to Regulation 10 of the NES-CS.
- 6.1.10 A DSI has been provided under the NES-CS as part of the application, refer Appendix H, for the Hawke's Bay Farmers' Co-operative Association Limited Garage building site which identifies the following key points to the investigation:
- The underground fuel tank, suspected to be the tank installed in the 1930's was encountered during site excavation.
 - No visible or olfactory evidence of staining of hydrocarbon contamination was identified in the soil around the accessible side.
 - Asbestos was visibly identified in two test pits. Contamination of asbestos fibres that extended to the soil are reported within the BRANZ (2017) standards.
 - Lead concentrations within site soils are elevated, with significant concentrations reported in two locations at concentrations which far exceed the NES commercial/Industrial standards. Lead concentrations in these two locations pose a real risk to human health.
 - The average concentration of lead within site soils is 1848 mg/kg, and the highest concentration reported as 13,400 mg/kg. The NES for lead in a commercial/Industrial setting is 3,300 mg/kg.
 - Ash deposits were identified in one sample.
 - A sample was collected and assessed for Polycyclic Aromatic Hydrocarbons, with all results reported below NES commercial/Industrial standards.
 - 10 % duplicate samples were collected for accuracy of results and were reported as accurate.

6.1.11 Therefore, the application will be assessed as a **Restricted Discretionary Activity** under the NES-CS.

6.2 Partially Operative Hastings District Plan (11 March 2020)

6.2.1 As shown below in Figure 5, the entire site is zoned Hastings Central Commercial and subject to Central Retail Core Precinct and Central Character Precinct Overlays within the District Plan.



Figure 5 – Site Zoning and Overlays
(Source: Figure 3, Section 3, Application AEE)

6.2.2 That part of the site referred to as 206 Queen Street West (refer Figure 4 above) containing the Hawke’s Bay Farmers’ Co-operative Association Limited Garage building has a Historic Heritage Feature (HB46).

6.2.3 The part of the site referred to as 223 Heretaunga Street West (refer Figure 4 above) is subject to a Designated Retail Frontage Overlay.

6.2.4 The proposal does not comply with the following District Plan rules:

- **Heritage Items:**

- Rule **H17** restricts the demolition, including partial demolition, of any Heritage Item identified in Schedule 1 (206 Queen Street West).

This activity is a **Non-complying Activity**.

- **Central Commercial Zone:**

- Rules **CCR1** and **CCR3** permit commercial activities and mixed-use development wherein the residential activity component is above ground-floor level, respectively. A precursor to the Central Commercial Zone standards states that any Permitted Activities shall comply with the General Performance Standards and Terms in Section 7.3.5 and any relevant Specific Performance Standards and Terms in Section 7.3.6. Where these standards are not met, the activity becomes that of Restricted Discretionary Activity per Rule **CCR20**.
 - Rule **7.3.5D** requires an ‘Active Retail Frontage’ in respect of that part of the site referred to as 223 Heretaunga Street West. There will be less than 75% of the street frontage having a clear, glazed window display space, in that no provision for display windows fronting Heretaunga Street West is made.

- The residential activity component of the proposal does not comply with **Rule 7.3.61 (7)** as the proposal does not provide an outdoor service, rubbish, and recycling storage space of 5m² per apartment. The residential apartments and internal commercial tenancy will have access to two waste and recycling storage areas of approximately 10m² each, within the ground floor of the building, while the commercial tenancy facing Queen Street West will have its own waste and recycling storage area.

This activity is a **Restricted Discretionary Activity**.

- Rule **CCR16** has as a Restricted Discretionary Activity all external alterations of buildings (including relocation and demolition) within the Central Character Precinct, while Rules **CCR17** and **CCR18** afford the same activity status on the construction of new buildings within the Central Character Precinct and Central Commercial Zone. As applied above, a precursor to the Central Commercial Zone standards states that any Restricted Discretionary Activities shall comply with the General Performance Standards and Terms in Section 7.3.5 and any relevant Specific Performance Standards and Terms in Section 7.3.6. Where these standards are not met in respect of Restricted Discretionary Activities, the activity becomes that of a Non-complying Activity per Rule **CCR24**.
 - Rule **7.3.5D** requires an 'Active Retail Frontage' in respect of that part of the site referred to as 223 Heretaunga Street West. There will be less than 75% of the street frontage having a clear, glazed window display space, in that no provision for display windows fronting Heretaunga Street West is made.
 - The residential activity component of the proposal does not comply with **Rule 7.3.61 (7)** as the proposal does not provide an outdoor service, rubbish, and recycling storage space of 5m² per apartment. The residential apartments and internal commercial tenancy will have access to two waste and recycling storage areas of approximately 10m² each, within the ground floor of the building, while the commercial tenancy facing Queen Street West will have its own waste and recycling storage area.

This activity is a **Non-complying Activity**.

6.2.5 Overall the proposal will be considered as a **Non-complying Activity** being the most stringent status for all the activities being bundled above in respect of the District Plan.

6.3 Overall Status

6.3.1 Overall the proposal will be considered as a **Non-complying Activity** being the most stringent status for all the activities being bundled above.

7.0 NOTIFICATION ASSESSMENT (SECTIONS 95A AND 95B)

7.1 The Council as consent authority must follow the steps set out in the section below, in the order given to determine whether to publicly notify an application for a resource consent (s95A(1) of the RMA).

7.2 Public Notification Assessment – Section 95A of the RMA

7.2.1 Step 1: mandatory public notification in certain circumstances

The application must be publicly notified if it meets any of the criteria below:

- a. the Applicant has requested the application be publicly notified;
- b. public notification is required under s95C of the RMA (lack of further information);
- c. the application is made jointly with an application to exchange recreation reserve land (s15AA Reserves Act 1977).

7.2.2 In this case s95A(3)(a) of the RMA applies, as the Applicant has requested that the application be publicly notified within Form 9 of the application due to the public nature of the proposed redevelopment project, within Hastings' CBD.

7.2.3 Subsequent correspondence received from the Applicant's agent on Wednesday, 14th September, seeks that any public notification of the application occurs on Saturday, 8th October 2022.

7.2.4 Under s95(2)(a) no further assessment is required.

8.0 NOTIFICATION PROCESS

8.1 Meaning of Public Notice

8.1.1 S2AB of the RMA sets out the requirements of public notice as follows:

(1) If this Act requires a person to give public notice of something, the person must—

(a) publish on an Internet site to which the public has free access a notice that—

(i) includes all the information that is required to be publicly notified; and

(ii) is in the prescribed form (if any); and

(b) publish a short summary of the notice, along with details of the Internet site where the notice can be accessed, in 1 or more newspapers circulating in the entire area likely to be affected by the matter to which the notice relates.

(2) The notice and the short summary of the notice must be worded in a way that is clear and concise.

8.1.2 The public notice of the application in the prescribed form² is therefore required. This needs to include notice on Council's website and in the Hawke's Bay Today.

8.2 Service of Applications for Resource Consent

8.2.1 Clause 10 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003 requires that notice be served on:

- Affected persons under s95B of the RMA (clause 10(2)(a));
- Every person, other than the Applicant, who is an owner or occupier of land to which the application relates (clause 10(2)(b));
- Hawke's Bay Regional Council (clause 10(2)(c));
- Relevant iwi authorities and any other person or body considered affected (clause 10(2)(d)); and
- Heritage New Zealand Pouhere Taonga (clause 10(2)(g)).

8.2.2 Affected persons considerations under s95B of the RMA in turn refers to s95E for determining whether a person is an affected person. S95E states that "...a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor)."

8.2.3 The requirements under Clause 10 are minimum requirements so it is important that any person who could be adversely affected in at least a minor way receives notice of the application. In ensuring that all such people are served notice of the application it does not matter if notice is also served on those whom the application is likely to have less than minor adverse effects on.

8.2.4 On the above basis it is recommended that notice be served on all those identified in Figures 6 - 8 below. For clarity I note that where an owner or occupier of a property is not identified for serving of notice of the application, this does not preclude them from making a submission, nor the wider public generally. Given this, the reasoning in relation to the properties in Figures 6 - 8 being identified is explained as follows:

- **Properties Identified in Figure 6:**

Figure 6 identifies all those properties within 'Block 200' bounded by the Heretaunga Street West, Market Street North, Queen Street West, and King Street North. These properties immediately adjoin the site or utilise the right-of-way from Queen Street West. In relation to these properties, I consider the effects associated with the demolition and construction activities, changes to the access and car parking, provision of pedestrian laneway, residential apartments, and public park / greenspace are likely to be the greatest.

I have considered whether there is potential for those owners/occupiers of properties to the north-west of King Street North and south-east of Market Street North would be affected by the proposal. Given the buildings in these locations are screened from the site and resultant development I consider any effects on the owners and occupiers of these properties to be less than minor such that there is no need for notice to be served.

- **Properties Identified in Figure 7:**

² Form 12 of the Resource Management (Forms, Fees, and Procedure) Regulations 2003

8.2.7 In addition to the owners and occupiers of all those properties identified in Figures 6 - 8 above, and on whom specific notification is required under Clause 10 as listed above, being Hawke’s Bay Regional Council, iwi authorities, Historic Places Hawke’s Bay, and Heritage New Zealand Pouhere Taonga.

8.3 Summary of Persons to be Served Direct Notification

8.3.1 Table 1 below provides a summary of those parties recommended to be served notice of the application.

Table 1 – Recommended Persons to be Served Direct Notification

Name	Reason
The owners and occupiers of all properties identified by blue shading in Figures 6-8 above	Affected Persons under section 95B of the RMA (clause 10(2)(a) of the Resource Management (Forms, Fees, and Procedure) Regulations 2003)
Hawke’s Bay Regional Council	Clause 10(2)(c) of the Resource Management (Forms, Fees, and Procedure) Regulations 2003
Iwi authorities and mana whenua representatives whose rohe includes the site The iwi authorities recommended to be served direct notification are Heretaunga Tamatea Settlement Trust; Te Taiwhenua o Heretaunga (Te Manaaki Taiao); and Ngāti Hori/Waipatu Marae	Any other iwi authorities, local authorities, persons with a relevant statutory acknowledgement, persons, or bodies that the consent authority considers should have notice of the application (clause 10(2)(d) of the Resource Management (Forms, Fees, and Procedure) Regulations 2003)
Heritage New Zealand Pouhere Taonga	The land is subject to having heritage value as noted on the District Plan (clause 10(2)(g) of the Resource Management (Forms, Fees, and Procedure) Regulations 2003)
Historic Places Hawke’s Bay	Applicant has already undertaken consultation with respect to this proposal with this organisation
Unison Networks Ltd	Proposal will result in new noise sensitive activities within relatively close proximity to existing electricity utility building

NOTIFICATION DECISION

Notification is required under s95A(2) of the Resource Management Act 1991, and that the application be publicly notified in accordance with the recommendations in this report, with notice served on those parties as identified in Table 1, paragraph 8.3.1, above.

The date of public notification shall occur on Saturday, 8th October 2022 as requested by the Applicant.

Recommended by:



Jacqui Manning
 Senior Consultant Planner, RMG Ltd
 Consultant for Hastings District Council as consenting authority

Reviewed by:



David McMahon

Practice Manager / Director, RMG Ltd

Decision made under delegated authority by:



Caleb Sutton
Environmental Consents Manager
Hastings District Council

Dated: 3 October 2022



TRIM/File Ref 25706#0100

16 September 2022

Sage Planning HB Limited
Ringlands Building - 1st Floor
29-31 Hastings Street
Napier 4110

Attention: Janeen Kydd-Smith

Emailed: janeen@sageplanning.co.nz

Dear Janeen

Application for Resource Consent: 206 Queen Street West HASTINGS 4122, RMA20220352

An initial assessment of your application for resource consent has been completed.

Under Section 92 of the Resource Management Act (RMA) 1991, the Hastings District Council requires further information to fully assess your proposed activity, its effect on the environment and the ways in which any adverse effects on the environment might be mitigated.

1. Sunlight Admission to Streets - Designated Retail Frontage

Rule 7.3.5A applies to the Central Commercial Zone on sites having Designated Retail Frontage. As the site includes 223 Heretaunga Street West, this frontage is subject to the Designated Retail Frontage (ref. Appendix 30) and Rule 7.3.5A applies.

As the existing façade to Heretaunga Street West above the canopy level will be retained, together with the concrete columns and roof beams, it is not clear if additional structural works are required to support the retention of the façade, columns, and roof beams.

To satisfy this further information request, the application is to be amended to address Rule 7.3.5A in relation to the Heretaunga Street West frontage; for instance, in the compliance assessment table (Table 1, pg. 33 of the application AEE).

2. Servicing

A. Stormwater

Rule 7.3.5L(a) requires that peak stormwater run-off from the site shall over an average recurrence interval of 5 and 50 years shall achieve a run-off co-efficient of 0.8. Rule 7.3.5L(b) requires roof surfaces

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TE KAUNIHERA Ā ROHE O HERETAUNGA

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

Details pertaining to on-site attenuation of stormwater in Section 5 of the Servicing Report (Appendix F) require clarification and in some instances at present do not talk to one another.

The roofing material is not considered in the compliance assessment table (Table 1, pg. 35), description of the proposal, assessment of stormwater effects in Section 9.9 (pg. 77 & 78), or volunteered conditions (Appendix E) of the application AEE.

B. Wastewater

Section 6 of the Servicing Report (Appendix F) addresses wastewater servicing. This section does not address the inner commercial tenancy (50m³), whilst this is unknown it could be another food premise (i.e. café). The peak flow discharge for the development may exceed 1 l/s during a 24 hour period.

C. Water

Section 7 of the Servicing Report (Appendix F) addresses water servicing. This section does not address the inner commercial tenancy also and appears to include an error in Section 7.2.1 with reference to 28 residential units.

To satisfy this further information request relating to servicing, the applicant shall:

Stormwater

- clarify and amend the plans to the Servicing Report (Appendix F) as to the location of the stormwater attenuation tanks (aboveground or underground);
- confirm the volume (m³) capacity of the attenuation tanks proposed for the development as on pg. 11 of the Servicing Report (Appendix F) at 5.3 states 16m³ of roof and 4.5m³ for hardstand, but 5.1 states that a tank storage of 15m³ and a depression of 1.2m³;
- provide a clear breakdown of impervious areas and any permeable paving areas, including showing these on amended plans;
- identify the location of the ponding/depression area in the car park and provide the maximum ponding water depth in relation to a 1% AEP event which will affect the car park; and
- confirm through an amended description of the proposal and/or a volunteered condition/s that roof surfaces are to be constructed of inert material or painted with no-metal based paint and to be maintained in good order.

Wastewater

- revise the wastewater calculation and demonstrate compliance or otherwise of the discharge for the entire development with Council's Wastewater Bylaw.

Water

- amend what appears to be a typing error in the Servicing Report (Appendix F), Section 7.2.1 to accurately reflect that there are 18 units on the site as opposed to 28 and revise/correct any other errors within this Section of the Report that may have resulted from the reference of 28 units; and
- revise the water calculation such as to include the inner commercial tenancy.

3. Signage

Rule 7.3.5M addresses advertising device/s through reference to Section 28.1 of the District Plan. Limitations on signage apply in respect of Commercial Zones, the Central Commercial Zone with Designated Retail Frontage (ref. Appendix 30), and on heritage buildings.

By definition of the District Plan, an advertising device includes *every sign or advertising matter of whatever kind whether consisting of a specially constructed device, structure, or apparatus, or painted,*

printed, written, carved, inscribed, endorsed, projected on to, placed or otherwise fixed or upon any premises, wall, fence, rock, stone, electronic device, structure, or externally fixed upon a stationary vehicle of any kind whatsoever if such advertising device or matter is visible from any public place and shall include any window signs, balloon or blimp, board, hoarding or similar structure which supports the device but excludes signs relating to road names, traffic control and route direction (located within the road reserve).

The application is silent on any signage, noting that there are two commercial tenancies proposed within the development, one of which is contained within the inner area of the ground floor of the main building on the site.

To satisfy this further information request, the applicant shall confirm that signage:

- is not proposed on the site, such that in the future any signage proposed for the site will be assessed separately to this process on a case-by-case basis, or
- is proposed and provide the details of any such signage such that an assessment in respect of Section 28.1 of the District Plan can be made.

4. Visibility Splay

Rules 7.3.5N and 7.3.6I address traffic sightlines through reference to Section 26.1 of the District Plan. The development utilises the existing vehicle access point onto Queen Street West on the northern boundary of the site.

Prior discussions with Council leading to the lodgement of this application for resource consent identified the need to address the pedestrian visibility splay (ref Appendix 73 of the District Plan) in respect of the access to/from the site in relation to the Queen Street West vehicle access point.

To satisfy this further information request, the application is to be amended to address pedestrian visibility in relation to the Queen Street West vehicle access point, with specific reference to Appendix 73 of the District Plan.

5. Loading

Rules 7.3.5N and 7.3.6I address transport and parking through reference to Section 26.1 of the District Plan. Rule 26.1.6C relates to the provision of loading spaces. Compliance with Rule 26.1.6C is noted in Table 1 (pg. 36) of the application AEE.

Loading space/s are required to be provided such that these are suitable/efficient to accommodate any loading which is likely to arise from the use of the building or activity carried out, with a separate loading space to be provided for each occupier of the site if there is more than one, except where a service lane is designated or provided.

The application states that the car parking on the exterior northern wall-line of the main building on the site, as it is not a requirement of the District Plan, can also function for the purposes of loading, noting that a parking assessment has been provided with the application (Appendix G).

The proposal does not seem to account for these car parks being in use, given they are likely to service both commercial tenancies, and that the aisle width provided behind the car parks is in the main legal right-of-way (refer CFRs for the site) such that this cannot cause disruption to others that have rights to rely on the use of the right-of-way, being the occupants of several commercial tenancies fronting Heretaunga Street West.

Plans provided with the application do not show the ability for larger vehicles to load/off-load or to manoeuvre such as to enter/exit the site in a forward motion should vehicles occupy some or all of the on-site spaces due to the location of the exterior and interior commercial tenancies and the rubbish store locations for these and the units. In addition, there are cantilevered balconies from the first and second floors associated with the residential units that overhang into the car parking space which

reduces the available width of a larger vehicle to park in this space.

To satisfy this further information request, the applicant shall provide:

- amended, dimensioned, plans showing on-site loading space/s and the manoeuvring for the same within the site, noting and to address the above matters raised; and
- a transportation assessment on the loading space/manoeuvring provided that takes into consideration the parking assessment already provided with the application for resource consent.

6. Parking

Rules 7.3.5N and 7.3.6I address transport and parking through reference to Section 26.1 of the District Plan. Rule 26.1.6D relates to the provision of on-site parking. While the District Plan no longer requires car parking on-site, where it is provided not less than two accessible parking spaces shall be provided where the total number of car parks provided on-site are between 21 and 50, as is the case with the proposed development.

The compliance assessment table (Table 1, pg. 36) states that 32 car parks are to be provided on-site, 18 within the building line and 14 along the exterior wall. The plans provided with the application show 13 car parks along the exterior wall, 18 within the building line and six car parks to the rear of the building.

The site plans (ref: PA03) note a door opening out near the car park 19 for the units which is not annotated but appears to be a car park. A vehicle parked in the car park will be hit by the door.

In addressing accessible car parks on-site, the compliance assessment table refers to one of the 18 internal parks and one of the 14 exterior parks being accessible car parks. The Plans provided with the application show only one accessible car park on-site adjacent to the café/commercial tenancy on the exterior.

To satisfy this further information request, the applicant shall:

- amend the application AEE and/or plans so that the car parking (general and accessible) in each (AEE and plans) accurately talk to one another and the parking assessment provided with the application (Appendix G); and
- amend the application plans to show the car park and aisle dimensions, and manoeuvring (tracking curves) on-site with respect to the same.

7. Residential Activity

Rule 7.3.6I (1) requires residential units to have a minimum net floor area for 1 and 2 bedroom units, being 50 and 70m², respectively.

By scaling from the plans and statements made within the application AEE it appears that these minimum floor areas are achieved. However, it would be preferable to have the dimensions and minimum net area shown on the plan set supporting the application.

To satisfy this further information request, the applicant shall amend the application plan set to provide the dimensions and net floor area of the residential units.

NEXT STEPS

In accordance with section 92A of the RMA you must within 15 working days of the date of this request, take one of the following options:

1. Provide the information; or
2. Inform the Council in a written notice that you agree to provide the information; or specify a reasonable timeframe for providing the information for agreement of Council, or;

3. Inform the Council in a written notice that you refuse to provide the information.

While section 95C(2) of the RMA requires Council to publicly notify your application if:

- i) the information is not received within either 15 days, or;
- ii) the information is not received within any agreed timeframe, or;
- iii) if you decline to provide the information,

it is noted that as the applicant has requested that the application be publicly notified, and that such notification does not occur until Saturday, 8th October 2022.

Where possible, the application will continue to be processed as allowed by the information already supplied, including public notification.

Please contact me if you have any questions regarding the above information request or the further processing of the application.

Yours sincerely



Jacqui Manning

Consultant Planner (on behalf of Hastings District Council)

jacqui@rmgroup.co.nz

Authorised under delegated authority by:



Kelly Smith

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17 October 2022

Our File Ref: HDC21002

Hastings District Council

Sent Via Email: jacqui@rmgroup.co.nz

Dear Jacqui,

Response to Request for Further Information (dated 16 September 2022, TRIM/File Ref 25706#0100) – Application for Resource Consent: 206 Queen Street West, Hastings 4122 (RMA20220352)

I refer to your letter (dated 16 September 2022, TRIM/File Ref 25706#0100) requesting further information pursuant to section 92 of the Resource Management Act 1991 in relation to the above resource consent application.

Provided below is a response from the Applicant to each matter below.

1. Sunlight Admission to Streets – Designated Retail Frontage

Rule 7.3.5A applies to the Central Commercial Zone on sites having Designated Retail Frontage. As the site includes 223 Heretaunga Street West, this frontage is subject to the Designated Retail Frontage (ref. Appendix 30) and Rule 7.3.5A applies).

As the existing façade to Heretaunga Street West above the canopy level will be retained, together with the concrete columns and roof beams, it is not clear if additional structural works are required to support the retention of the façade, columns and roof beams.

To satisfy this further information request, the application is to be amended to address Rule 7.3.5A in relation to the Heretaunga Street West frontage; for instance, in the compliance assessment table (Table 1, pg. 33 of the application AEE).

Response:

General Performance Standard and Term 7.3.5A requires compliance with the following:

7.3.5A SUNLIGHT ADMISSION TO STREETS

1. Central Commercial Zone

- a. Buildings on sites having Designated Retail Frontage (see Appendix 30) shall be contained within the Recession Planes constructed in accordance with Appendix 61.

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:

“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.”

2. Servicing

A. Stormwater

Rule 7.3.5L(a) requires that peak stormwater run-off from the site shall over an average recurrence interval of 5 and 50 years shall achieve a run-off co-efficient of 0.8. Rule 7.3.5L(b) requires roof surfaces to be constructed of inert material or painted with no-metal based paint and to be maintained in good order.

Details pertaining to on-site attenuation of stormwater in Section 5 of the Servicing Report (Appendix F) require clarification and in some instances at present do not talk to one another.

The roofing material is not considered in the compliance assessment table (Table 1, pg. 35), description of the proposal, assessment of stormwater effects in Section 9.9 (pg. 77 & 78), or volunteered conditions (Appendix E) of the application AEE.

[...]

To satisfy this further information request relating to servicing, the applicant shall:

Stormwater

- clarify and amend the plans to the Servicing Report (Appendix F) as to the location of the stormwater attenuation tanks (aboveground or underground);
- confirm the volume (m³) capacity of the attenuation tanks proposed for the development as on pg. 11 of the Servicing Report (Appendix F) at 5.3 states 16m³ of roof and 4.5m³ for hardstand, but 5.1 states that a tank storage of 15m³ and a depression of 1.2m³;
- provide a clear breakdown of impervious areas and any permeable paving areas, including showing these on amended plans;
- identify the location of the ponding/depression area in the car park and provide the maximum ponding water depth in relation to a 1% AEP event which will affect the carpark; and
- confirm through an amended description of the proposal and/or a volunteered condition/s that roof surfaces are to be constructed of inert material or painted with no-metal based paint and to be maintained in good order.

Response: 7.3.5L(a)

The Servicing Report that was provided in Appendix F of the Assessment of Environmental Effects report (submitted with the resource consent application) has been updated by Infir. A copy of the updated report (dated 11 October 2022) is provided as **Attachment A** to this letter. It is requested that this report replace the original report (dated 22 June 2022).

Section 5 of the Infir Servicing Report has been updated, as well as the drawings in Appendix C of the report identified as 'Sheet 400 Stormwater – Overall Stormwater Plan' and 'Sheet 401 – Stormwater – Site surface Areas'.

The concept design proposed 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) 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.

In relation to attenuation for 20% AEP events, it is proposed to attenuate stormwater runoff from the building roof by draining all the roof runoff into above ground tanks with a total volume of 15m³, and discharge stormwater from the tanks at a rate of 9L/s. During 20% AEP 10-minute duration events the roof attenuation tanks will reduce the total discharge rate from site by 5L/s, from 46L/s to 41L/s. This is slightly below the maximum allowable discharge rate of 41.9L/s. The tanks will fill to a maximum volume of 3m³.

During 1% AEP events it is proposed to attenuate stormwater runoff to the runoff rate for 2% AEP rainfall intensities and a runoff coefficient of 0.8. The permissible discharge rate from the

site for 1% AEP events is 89.1L/s. During the onset of a 1% AEP event the roof attenuation tank will discharge at a rate of 9L/s until the tank volume reaches 3m³. The tank storage volume will be set at 15m³ to provide space for the balance of the rain event.

The tank will reduce the 1% AEP 10-minute duration event runoff by 22.4L/s, from 31.4L/s to 9L/s. The tank will reach its maximum volume of 15m³ twenty minutes into the rain event and will empty out after two hours.

The roof attenuation tank will reduce runoff from the site during the 1% AEP event from 104.5L/s to 82.1L/s, a reduction of 22.4L/s. To reduce the discharge rate to the 2% AEP permissible rate of 80.1L/s a further reduction of 2.0L/s is required.

It is proposed to form a depression in the carparking / vehicle manoeuvring area as shown on the drawings to provide at least 1.2m³ of surface storage. The surface storage will reduce the discharge rate by a further 2L/s during 10-minute duration 1% AEP events. The total discharge from site will be:

- Attenuated roof discharge: 9L/s
- Attenuated surface discharge: 71.1L/s
- Total discharge from site: 80.1L/s
- Maximum 2% AEP discharge rate: 80.1L/s
- Maximum 1% AEP discharge rate: 80.1L/s

The attenuation system will therefore ensure that the runoff coefficient for the site during 2% AEP and 1% AEP events will not exceed 0.8.

It is noted that specific design will be required for the on-ground attenuation storage area. The flow rate at which stormwater is released from the basin will be a function of the size of the area draining into it. The larger the area that drains into it, the larger the release rate can be.

The key point is that the basin must hold 1.2m³ of water at the end of a 1% AEP 10-minute duration event. Allowing for a minimum release rate of 1L/s (to keep orifice sizing practicable) an area with a total runoff of 3L/s must drain to the on-ground attenuation storage area. At 134.4mm/hr rainfall intensity (22.4mm rain depth over 10 minutes) and a runoff coefficient of 0.9, this equates to an area of 60m². A minimum of 60m² sealed area should drain to the on-ground attenuation storage area.

Response: 7.3.5L(b)

It is proposed that all roof surfaces for the new apartment building be constructed from inert materials or painted with non-metal-based paint, such that it will comply with General Performance Standard and Term 7.3.5L(b) of the District Plan. The Applicant requests that the following condition be imposed on the consent, if granted:

“All roof surfaces shall be constructed from inert materials or painted with non-metal-based paint and thereafter maintained in good order.”

B. Wastewater

Section 6 of the Servicing Report (Appendix F) addresses wastewater servicing. This section does not address the inner commercial tenancy (50m³), whilst this is unknown it could be another food premise (i.e. café). The peak flow discharge for the development may exceed 1 l/s during a 24 hours period.

[...]

- *revise the wastewater calculation and demonstrate compliance or otherwise of the discharge for the entire development with Council's Wastewater Bylaw.*

Response:

Section 6.3 of the Infir Servicing Report (Attachment 2 of this letter) has been updated to allow for the 50m² commercial tenancy. A food premise has been assumed for the 50m² commercial tenancy which is the highest use activity. The average discharge in any 2-hour period will be less than 1 l/s.

C. Water

Section 7 of the Servicing Report (Appendix F) addresses water servicing. This section does not address the inner commercial tenancy also an appears to include an error in Section 7.2.1 with reference to 28 residential units.

[...]

- amend what appears to be a typing error in the Servicing Report (Appendix F), Section 7.2.1 to accurately reflect that there are 18 units on the site as opposed to 28 and revise/correct any other errors within this Section of the Report that may have resulted from the reference of 28 units; and
- revise the water calculation such as to include the inner commercial tenancy.

Response:

Section 7.2.1 of the Infir Servicing Report (**Attachment A** of this response) has been updated to 51 residents (8 x 1 bedroom apartments with 2 residents, plus 10 x 2 bedroom apartments with 3.5 residents each).

The water calculation in Section 7.3 has been amended to include the 50m² inner commercial tenancy.

3. Signage

Rule 7.3.5M addresses advertising device/s through reference to Section 28.1 of the District Plan.

Limitations on signage apply in respect of Commercial Zones, the Central Commercial Zone with Designated Retail Frontage (ref. Appendix 30), and on heritage buildings.

By definition of the District Plan, an advertising device includes every sign [...].

The application is silent on any signage, noting that there are two commercial tenancies proposed within the development, one of which is contained within the inner area of the ground floor of the main building on the site.

To satisfy this further information request, the application shall confirm that signage:

- it is not proposed on the site, such that in the future any signage proposed for the site will be assessed separately to this process on a case-by-case basis; or
- is proposed and provide the details of any such signage such that an assessment in respect of Section 28.1 of the District Plan can be made.

Response:

We can confirm that 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).

Note: Any signage that is shown on the drawings for the proposed development is for illustrative purposes only.

4. Visibility Splay

Rules 7.3.5N and 7.3.6I address traffic sightlines through reference to Section 26.1 of the District Plan. The development utilises the existing vehicle access point onto Queen Street West on the northern boundary of the site.

Prior discussions with Council leading to the lodgement of this application for resource consent identified the need to address the pedestrian visibility splay (ref Appendix 73 of the District Plan) in respect of the access to/from the site in relation to the Queen Street West vehicle access point.

To satisfy this further information request, the application is to be amended to address pedestrian visibility in relation to the Queen Street West vehicle access point, with specific reference to Appendix 73 of the District Plan.

Response:

The Parking Assessment report that was provided in Appendix G of the Assessment of Environmental Effects report, submitted with the resource consent application, has been updated by Urban Connection. A copy of the updated report (dated September 2022) is provided as **Attachment B** to this response. It is requested that this report replace the original report (dated June 2022).

Section 8.1 of the Parking Assessment report details how it is proposed to meet the required sight lines as detailed in Appendix 73 of the District Plan. The report states the following:

At this access location, the foot path runs hard up against the building line, and inter visibility can be restricted between exiting vehicles and users on the footway.

To improve visibility between users, a localised build out has been outlined within the accessway, against the building line. This effectively pulls vehicles away from the building line. Similarly, a detail will be required to encourage people to maintain at least 0.5m off the building line when approaching the crossing point, albeit, most people will naturally position themselves at least 0.3m from a building line.

This proposed detail, illustrated in Figure 4, improves visibility with path users to the immediate left hand side of the vehicle access. It should be noted that this visibility outcome could be achieved through either a hard formed kerb line, or low height landscaping.

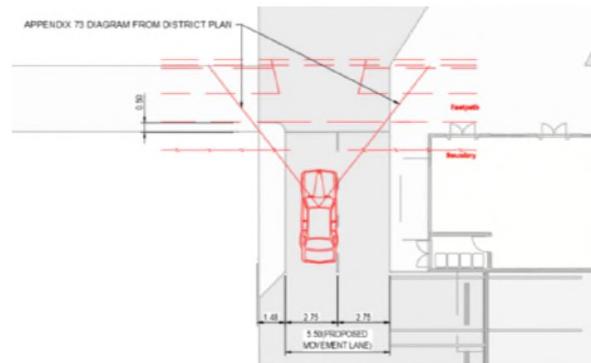


Figure 4: Intervisibility Splay for Pedestrians on Queen Street West

5. Loading

Rules 7.3.5N and 7.3.6I address transport and parking through reference to Section 26.1 of the District Plan. Rule 26.1.6C relates to the provision of loading spaces. Compliance with Rule 26.1.6C is noted in Table 1 (pg. 36) of the application AEE.

Loading space/s are required to be provided such that these are suitable/efficient to accommodate any loading which is likely to arise from the use of the building or activity carried out, with a separate loading space to be provided for each occupier of the site if there is more than one, except where a service lane is designated or provided.

[...]

To satisfy this further information request, the applicant shall provide:

- Amended, dimensioned, plans showing on-site loading space/s and the manoeuvring for the same within the site, noting and to address the above matters raised; and
- A transportation assessment on the loading space/manoeuvring provided that takes into consideration the parking assessment already provided with the application for resource consent.

Response:

Loading will only be required for the two commercial tenancies located on the subject site, and given their limited size, the vehicles required to service them will be vans and small, single axle trucks.

General Performance Standard and Term 26.1.6C(1) specifies the following:

26.1.6C LOADING

1. All Activities except Residential Activities

(a) Provision of Loading Spaces

(i) Every owner or occupier who proposes to construct or substantially alter, reconstruct or add to a building on any site, or change the activity carried out on the site shall provide a Loading Space. The Loading Space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, except where a service lane is designated or provided, or where the site has Designated Retail Frontage (see Appendix 30). Separate Loading Spaces shall be provided for each occupier of the site if there are more than one. The Loading Space shall be additional to the parking required in Table 26.1.6.1-4.

Under the above standard, 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 fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, *“except where a service lane is designated or provided”*.

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.

It is proposed that the Service Lane will be used as a ‘loading zone’ for the commercial tenancies.

To that end, the Applicant requests that a condition be imposed on the consent (if granted), as follows:

“The consent holder shall vest in the Hastings District Council the existing access lane along the northern boundary of the site as a ‘Service Lane’ prior to the commencement of any construction for the apartment building authorised under this consent.”

6. Parking

Rules 7.3.5N and 7.3.6I address transport and parking through reference to Section 26.1 of the District Plan. Rule 26.1.6D relates to the provision of on-site parking. While the District Plan no longer requires car parking on-site, where it is provided not less than two accessible parking spaces shall be provided where the total number of car parks provided on-site are between 21 and 50, as is the case with the proposed development.

[...]

To satisfy this further information request, the applicant shall:

- Amend the application AEE and/or plans so that the car parking (general and accessible) in each (AEE and plans) accurately talk to one another and the parking assessment provided with the application (Appendix G); and
- Amend the application plans to show the car park and aisle dimensions, and manoeuvring (tracking curves) on-site with respect to the same.

Response:

It is proposed that the number of car parks within the ground floor of the apartment building be changed to 15, inclusive of 1 accessible car park. It is also proposed to amend the number of car parks located along the outside, western wall of the apartment building (adjoining the proposed service lane) to 13 car parks, inclusive of 1 accessible car park. As such, a total of 28 car parks will be provided, and combined with the existing 5 car parks at the rear of the apartment building, there will be a total of 33 car parks on the development site.

Ground Floor Plan and First/Second Floor Drawing PA03, included in the set of drawings provided in Appendix D of the AEE and application, has been updated (new Reference is PA03 A) to reflect the above amendments, and is provided within an updated set of drawings in **Attachment C** of this response.

Sections 5 and 7 of the Urban Connection Parking Assessment (in **Attachment B** of this response) have been updated to explain the supply and dimensions of the proposed new car parks. All car parks will be 2.8m wide, 5m long and the 15 car parking spaces within the ground floor of the apartment building will have a minimum 6.6m manoeuvre aisle width, meeting Appendix 71 of the District Plan. As the car park spaces will meet the District Plan manoeuvring requirements, it is considered that the provision of tracking curves is not required.

7. Residential Activity

Rule 7.3.6(1) requires residential units to have a minimum net floor area for 1 and 2 bedroom units, being 50 and 70m², respectively.

By scaling from the plans and statements made within the application AEE it appears that these minimum floor areas are achieved. However, it would be preferable to have the dimensions and minimum net area shown on the plan set supporting the application.

To satisfy this further information request, the applicant shall amend the application plan set to provide the dimensions and net floor area of the residential units.

A new Drawing PA17 Apartment Plans has been added to the updated set of drawings in **Attachment C** of this response, which is a to-scale plan and it outlines the dimensions of the 1 and 2-bedroom apartments proposed.

Note: The application specifies the number and type of apartments that will be constructed within the apartment building. However, the Applicant wishes to retain flexibility as to where each type of apartment can be located within the first and second floors of the building.

Tracked Changes to AEE Report and Proposed Consent Conditions

The changes referred to above, in response to the s92 RMA request, are shown in **Attachment D** of this response as tracked changes to the AEE report, which was submitted with the application.

The additional consent conditions requested above, are shown in **Attachment E** of this response as tracked changes to Appendix E - Proposed Consent Conditions, which was submitted with the AEE report.

Yours sincerely



Janeen Kydd-Smith
Director

Sage Planning (HB) Limited

Copy to: Kelly Smith, Hastings District Council
Megan Gaffaney, Hastings District Council

Enclosed:

- Attachment A: Updated Appendix F - Infr Servicing Report (dated 11 October 2022)
- Attachment B: Updated Appendix G - Urban Connection Parking Assessment Report (dated September 2022)
- Attachment C: Updated Appendix D - Drawings to the AEE report
- Attachment D: Tracked changes version of AEE Report to include response to s92 RMA Request
- Attachment E: Updated Appendix E - Proposed Consent Conditions

MATTHEW CASEY

KING'S COUNSEL

6 February 2023

Hastings District Council
Private Bag 9002
Hastings 4156

Attention: Jacqui Manning / Shane Lambert

Dear Jacqui and Shane

RMA20220352 - 206 Queen Street

1. As you know, I am acting for Hastings District Council in its capacity as applicant for consent for 206 Queen Street (**Applicant**). The purpose of this letter is to provide further information on behalf of the Applicant, and to outline the Applicant's position going into the hearing.

Proposal for 20 units

2. The application was lodged on the basis that it would comprise 18 units, however for various reasons, and as communicated to you previously, 20 units are now proposed. The Applicant has undertaken an assessment of the revised plans and is satisfied that there are no additional effects arising from the change in the number of units.
3. The Applicant's planner, Ms Kydd-Smith, has prepared a track change version of the Assessment of Effects on the Environment which will be sent by separate email, and which demonstrates this. Updated versions of the servicing and parking assessment reports prepared by Infir and Urban Connection respectively, and the drawings for the proposed development, which support this, will similarly be sent by separate email.
4. For the avoidance of doubt, the Applicant considers the change in the number of units to be within scope of the application as notified. A useful discussion of the case law is set out in *Auckland Council v Auckland Council*, where the Court noted:¹

[32] The Applicant accepted that the scope of a proposal is limited to the extent of what has been applied for and that it could not be granted more than that. Amendment of a proposal is only possible within that scope, which may be assessed by the application of the test stated by the High Court in *Atkins v Napier City Council* :

"whether the activity for which resource consent is sought, as ultimately proposed to the consent authority, is significantly different in its scope or ambit from that originally applied for and notified (if notification was required) in terms of:

- The scale or intensity of the proposed activity, or
- The altered character or effects/impacts of the proposal."

[33] A way of applying or answering the test is to ask whether there might have been other submitters, had the activity as ultimately proposed to the consent authority been that applied for and notified, but it is not the test itself.

¹ [2020] NZEnvC 70 at [32], internal citations omitted.

5. In this case, the change in number of units is almost wholly internal, with only an insignificant change to the external appearance of the eastern and western walls of the proposed apartment building, in terms of changes to the location of windows and doors. The change from 18 to 20 units means more one-bedroom units are proposed, and the gross floor area of the commercial tenancy (not the café) has been reduced from 50m² to 32m², which has resulted in a lower expected impact on wastewater flows and water supply requirements. It is also proposed to increase the total number of on-site car parks from 33 to 35. In short, the increase in the number of units does not result in any increase in scale or intensity from a resource management perspective, nor does it involve an increase in effects on the environment (in fact, a slight decrease is anticipated).

Amended Heritage Report

6. Also **enclosed** is an amended version of the Heritage Impact Assessment which was originally provided in support of the application. For clarity, the instruction for the Heritage Impact Assessment was to assess the heritage impacts of the proposal; that is, the partial demolition of the building together with construction of a new apartment building and establishment of a pedestrian link and park. This revised version responds to comments raised in the draft peer review, with the amendments:
 - (a) Clarifying that the heritage status of 206 Queen Street is as a listed category 2 building (HNZPT and also in the Plan) and that 223 Heretaunga Street is not a heritage item, although it is part of a Heritage Group in the Hastings CBD Heritage Inventory.
 - (b) Addressing the ICOMOS ranking system, which would classify the buildings as Medium and Low heritage value respectively, as well as addressing the ICOMOS assessment matrices (p22) and discussion of these (p30 and 33);
 - (c) Expanding the Project Overview to include the aims; challenges (seismic, Geotech); design iterations and heritage consultation undertaken. Notably, consultation was undertaken with both Heritage New Zealand Pouhere Taonga and Historic Places Hawke's Bay;
 - (d) Expanding on the discussion of the Heritage NZ guidelines, including 'Saving the Town' (p21, 29, 33)
 - (e) Including an assessment of relevant policies and objectives in the District Plan (table p23)
 - (f) Appending the Heritage NZ guidance sheets referred to in the report, and also the structural report
7. With these amendments, the Applicant considers all relevant heritage matters have been addressed and the Council has all relevant information needed to prepare the s 42A report in respect of the heritage effects of the proposal. We note that no submissions raise concerns about the proposed partial demolition, and there is in fact submissions from relevant Heritage authorities which support the approach taken. The Applicant will also present expert heritage evidence to the Commissioner so any questions he may have can be addressed. The Applicant is conscious of its evidential burden in terms of providing the Commissioner sufficient information on which to make a decision under s 104(6) RMA.

Hearing

8. Ms Kydd-Smith has previously confirmed that the Applicant's team is available for hearing on the dates suggested, namely 11 – 14 April 2023, however, our strong preference would be to have the hearing on 13 and/or 14 March due to availability of the team's technical experts. We would be grateful if hearing dates could be confirmed as soon as possible, so that travel arrangements can be made (noting those dates immediately follow Easter and fall within school holidays, so demand for flights and accommodation is expected to be high).
9. The Applicant would be very happy to discuss any issues with you or Council's consultants as they arise, to ensure the lead-up to the hearing runs as smoothly as possible, and to avoid any 'surprises' at the s 42A stage.

Conclusion

10. Can you please confirm receipt of this letter and its enclosures at your earliest convenience, and advise whether there is any further information or material you require. I would also be grateful if you could confirm agreement that you are satisfied you are able to complete your s 42A report without any further heritage assessment.

Yours faithfully



Asher Davidson

Mobile: 027 213 0538

Email: asher@casey.co.nz

Sub #	Submitter	Parts of Application Submission Relates	Submission Summary	Decision Sought	To Be Heard - Joint
-	Braydon Thomas Hobden	Whole Proposal	<ul style="list-style-type: none"> Good idea as Hastings is becoming a ghost town and this will create more going on and make CBD more inviting and cooler city 	Approve	Wishes to be heard Would consider joint case
12	Natasha Bird	Construction Activities	<ul style="list-style-type: none"> Business next door at 220 Queen Street West and very concerned about disruption for business particularly during demolition stage as hair salon and requires relaxing environment for clients Countdown building which is further away was taken down and it impacted on business with noise and the ground movement (like constant earthquake) Good if demolition done all at one and made aware well in advance of dates to enable plans to be made - Ideally works done around salon hours Tues 9 – 8, Wed 9 – 5, Thurs 9 – 8, Fri 9 – 6, and Sat 9 – 3 Dust issue so any precautions appreciated 	Support	Wishes to be heard Would consider joint case
25	Michael Bate	Layout	<ul style="list-style-type: none"> Needs to be changed to be successful and best support similar development of neighbouring properties For best living experience, living areas must face sun, so units should be reversed 180 degrees As a result of turning units to give a green outlook the garden should be split so some 2/3 on the north-west side and portion have wrought iron fence to create residents only area Other 1/3 on other side wide enough to be used for angled parking in future as site barely any parking spaces which will go for residential use Above changes essential to successful outcome – involves sacrificing following non-essentials <ul style="list-style-type: none"> One big garden space – bigger than needed and little use, in accommodation block need little spaces of green more than big garden most cannot see Look through laneway – sounded good but three cameras and camera signs will provide better security Basic picture of changed layout attached Don't bother with little balconies on bedrooms, instead take that space into the bedrooms and have balustrades outside bedroom windows/sliders Skylight in lounge of each upper-level apartment and should be Velux low pith solar powered skylight with blackout blind Multiple stairs good – better than common back walkway 	Support with layout changes proposed	Wishes to be heard Would consider joint case
-	Fire and Emergency New Zealand	Provision of firefighting water supply and access to that supply for development	<ul style="list-style-type: none"> Must have regard to health and safety of people and communities – duty to avoid, remedy or mitigate actual/potential effects. Risk of fire potential adverse effect of low probability but high potential impact. FENZ has responsibility under FENZ Act to provide firefighting activities to prevent / limit damage to people, property, and environment FENZ requires adequate water supply be available for firefighting activities, including capacity and pressure to service the development Adequate capacity / pressure determined through NZFS Firefighting Water Supplies Code of Practice a non-mandatory NZ standard Application does not provide certainty around the final firefighting water supply methods that will be selected and/or whether this will need to be supported by on-site water sources Due to density and mixed use of development it is vital firefighting water supply is adequately provided for, including ability for appliances to access and utilise any on-site water sources Application does not confirm how firefighting water supply and access to any such supply will be provided and as the HDP does not include provisions requiring firefighting water there is a risk these matters are not appropriately addressed at building consent stage 	Neutral Seek condition imposed requiring: <ul style="list-style-type: none"> A firefighting water supply, and access to that supply, is provided in accordance with NZFS Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008 	Wishes to be heard Would consider joint case
-	Hong Gao	All	<ul style="list-style-type: none"> Support to go ahead 	Support - Approved	Wishes to be heard Would consider joint case

Sub #	Submitter	Parts of Application Submission Relates	Submission Summary	Decision Sought	To Be Heard - Joint
26	Walter Breustedt	Floor plan, carpark north-west elevation, car park and laneway	<ul style="list-style-type: none"> Develop and implement climate action program for redevelopment including: <ul style="list-style-type: none"> Shading devices on north-west façade; Change colour of façade from red to white; More shading trees, green walls, groundcover, and grass to reduce sealed surfaces of park and car park area Location of apartment lock uncomfortable hot in summer (day and night caused by heat stored in asphalt and concrete) Actions sought above will improve the microclimate and reduce stress to make life in CBD more comfortable and affordable (less costs of air conditioning) 	Implement actions per submission	Wishes to be heard but no joint case
28	Elmien Steyn	Apartments with private parking	<ul style="list-style-type: none"> Support redevelopment project as will promote inner city living with one- and two-bedroom apartments 	Support granting approval	Wishes to be heard but no joint case
31	Willian Ian Livingston	All	<ul style="list-style-type: none"> Part of Council's role to support CBD since Big Box retail hit Hastings the CBD suffered Fundamental that vibrant and flourishing CBD core to town success, new initiatives in keeping with how people want to live key to this and require full support Project brings life to area that has been unoccupied for extended period Recycles tired façade, create and asset with pocket park and directs people into the CBD and Retail precinct Shows leadership and encourages other investors to earthquake strengthen and modernise their buildings 	Support granting approval	Wishes to be heard but no joint case
3	Historic Places Hawke's Bay (HPHB)	Whole Proposal	<ul style="list-style-type: none"> Site cannot be retained for economic reuse in current form and HPHB focussed on elements important to retain to tell heritage story Three areas of heritage importance to the history of the Co-op – façade 206 Queen Street, brick black wall (south wall 206 Queen Street), and barrel-vaulted steel trusses Support due to retention of these elements 	Support Positive decision	Don't wish to be heard Would consider joint case
16	Kathleen Mavis McKay	Council Involvement	<ul style="list-style-type: none"> Strongly opposes Council involvement in redevelopment of the H.B. Farmers Building Not core business of Council - rates provide for likes of water, footpaths, parks, etc. This only adds further amounts to rates for eventual gain of others Consider staying within boundaries of what Council is elected to do – not to waste money on this sort of development 	It is not core business of Council to be developers	Don't wish to be heard Would consider joint case
18	Trent Mabbett	Apartments	<ul style="list-style-type: none"> Support vibrant inner city, utilising existing infrastructure and range of housing options in climate-friendly housing for long term sustainability of Hastings 	Support	Don't wish to be heard Would consider joint case
22	Trina Gee	Parking for workers in town	<ul style="list-style-type: none"> Wanting to ensure that as a monthly paying customer that still ensured to continue parking in town for work 	Neutral	Don't wish to be heard Would consider joint case
24	Bernadette Krassoi	Public Park/green space	<ul style="list-style-type: none"> Encourage reconsidering of paved surfaces proposed and use creative ways to make space more green and environmentally friendly 	Cooler in summer and green and sustainable Trees in pots require ongoing maintenance vs planting a tree that can maintain itself	Don't wish to be heard Would consider joint case
29	Robert Griffiths	Demolition existing buildings and retaining façade Apartments with private parking Widening existing formed legal service lane Public parking spaces Construction of pedestrian laneway Provision of public park/green space	<ul style="list-style-type: none"> Fully support in the interest of all businesses to encourage people into and create new vitality into the business area 	Approved	Don't wish to be heard Would consider joint case

Sub #	Submitter	Parts of Application Submission Relates	Submission Summary	Decision Sought	To Be Heard - Joint
30	Josephine Kelly	Conditions that would enhance development and help mitigate effects of climate change and global warming	<ul style="list-style-type: none"> Support development with suggestions for development of the laneway and parking area <ul style="list-style-type: none"> More planting and green space on lane with trees planted directly into ground to reduce need for irrigation and seating in shaded areas which would enhance area for residents and community Permeable surfaces for the car parking area and trees for shade there too Possible green wall for part of the building 	Support as time to develop more apartments in centre of city and suitable to repurpose Would like Council to ensure suggestions made considered seriously and conditions in consent for development Conditions increasingly important as reality of climate change and global warming increase	Don't wish to be heard Would consider joint case
-	Helen Jefferys	Whole Proposal	<ul style="list-style-type: none"> Loves concept plans Seeks <ul style="list-style-type: none"> adequate shade for summer and security cameras / lighting at night informal café / coffee cart so people can grab coffee and meet in communal space 	Support	Don't wish to be heard
-	Elisabeth Treleer	Laneway	<ul style="list-style-type: none"> Provision for safety using laneway, particularly at night (lighting/security) 	Approve subject to addressing safety concerns	Don't wish to be heard or joint case
4	Gaylene and Graeme Wright	Whole Proposal	<ul style="list-style-type: none"> Important west end of Hastings shares in exciting development happening in the east end and the inner city developed and promoted as a desirable place 	Support	Don't wish to be heard or joint case
5	Nick and Jenny Stewart	Whole Proposal	<ul style="list-style-type: none"> Site long been vacant and in poor state of repair and negatively affects surrounding properties and tenants Welcome change to have vibrant area with combination of retail and residential Hope it triggers further developments Innovative approach with laneway and pocket park with residential/commercial units 	Support	Don't wish to be heard or joint case
6	Ben Leitch	General	<ul style="list-style-type: none"> Nearby property owner (backs onto development) supports as asset to surrounding area, which is currently an eyesore 	Support	Don't wish to be heard or joint case
7	Alan Passchier	General	<ul style="list-style-type: none"> Area in desperate need of revitalisation, as urban decay already started Creates better flow/use of space and place where people can connect/interact with one another Quality residential housing is asset and will uplift livelihood/safety after retail closing hours Design fits well within existing grid system of Hastings and it's an innovative concept 	Support	Don't wish to be heard or joint case
8	Laura Jones	Car Parking	<ul style="list-style-type: none"> Would like more public parking as 14 spaces seems very light Already 10 spaces in area, which means only 4 extra parks to now Could solution be looked as to remove small building in the middle of the King Street car park (power building) as would provide better access to the parking 	Support	Don't wish to be heard or joint case
9	Grant Schofield	Whole Proposal	<ul style="list-style-type: none"> Much needed start to revamp west Heretaunga retail area Must bring in more diverse businesses to CBD down west end to compliment retail sector, encourage fun environment, and breathe life into Hastings 	Support	Don't wish to be heard or joint case
10	Jeff Franklin	Retaining heritage features Modernising space Offering living in inner city	<ul style="list-style-type: none"> Building is earthquake prone and would cost a huge amount to retrofit Exciting proposal – visionary development Building apartments will help revitalise life of inner city which will be safer as a result Enough heritage features retained, and Anne Galloways report is comprehensive and supports redevelopment 	Support	Don't wish to be heard or joint case
-	Wayne Harrison	Whole Proposal	<ul style="list-style-type: none"> Enhance and bring more customers to the area 	Support	Don't wish to be heard or joint case

Sub #	Submitter	Parts of Application Submission Relates	Submission Summary	Decision Sought	To Be Heard - Joint
11	William Paul Symes Harvey	Apartments	<ul style="list-style-type: none"> Owns property located opposite at 213 Queen Street West Questions: <ul style="list-style-type: none"> What standard of quality will apartments be Will apartments be stratum estate of unit entitlement with a body corporate and sold or will they be rented Who are apartments pitched at Will they exclude low-cost, affordable, community and/or emergency housing, and/or rental units As registered valuer commends proposal and while HDC have been preparing DP rules to allow for upper-level residential housing for a while little has happened HDC undertaken substantial upgrades of CBD and alongside private developers significantly improved eastern blocks of CBD Will significantly enhance western blocks and bring to CBD first inner city apartments of any size/scale Hastings has struggled to attract inner city living as CBD not seen as attractive and safe after dark and lacked amenities, which it now has and is attractive so now needs people living there and safety aspect will improve significantly 	<p>Grant consent</p> <p>Restrict type and quality of apartments to be build and exclusion of low cost, affordable, community and/or emergency housing and/or rental units</p>	Don't wish to be heard or joint case
13	Lynetta Finch (Pascoes the Jewellers)	Whole Proposal	<ul style="list-style-type: none"> Site long been empty and in poor state of repair Negatively effects surrounding properties and safety of other tenants out back area Seeing area become vibrant with retail and residential welcome change for location and CBD Hope will trigger further development of same nature Twin approach of laneway and park with residential/commercial innovative 	Support	Don't wish to be heard or joint case
14	Rick Bower	Apartments	<ul style="list-style-type: none"> Support introduction of reasonably priced, suitably sized (1-2 bed) studios to revitalise CBD Crucial cater for demographic that prefer apartment style living (single or young couples) Should not be \$1m apartments for wealthy (Ahuriri apartments) 2 apartment buildings great start, need more if Hastings to be great, vibrant, and growing CBD 	Support	Don't wish to be heard or joint case
15	Claire Flentge	Development Plans	<ul style="list-style-type: none"> No shade which is fine in winter but renders the space not so usable in Summer 	Rethink requirements for shade	Don't wish to be heard or joint case
17	Heritage New Zealand Pouhere Taonga (Council Form and Letter)	<p>Redevelopment former H.B. Farmers Co-op Assoc. Ltd. Garage, a Historic Place Cat 2 List # 1095</p> <p>Demolition of heritage building while retaining façade and apartment building</p> <p>Adverse impact on historic heritage values</p>	<ul style="list-style-type: none"> Demolition not advocated as best heritage outcome, but Council explored all options diligently before deciding facadism most viable option as strengthening barrel vault roofs had major complexities Community engagement on how space designed and used and local heritage groups support Considering demolition and façade retention recognise major levels of impact on heritage fabric, loss in heritage fabric countered by public engagement with site and history 	Neutral, including consent conditions and recommendations from Heritage Impact Assessment (pg. 29)	Don't wish to be heard or joint case
19	Robert J & Jenny A Gill (Directors of Tresco Ltd – 200 Market St North)	Development Plans in General	<ul style="list-style-type: none"> Close neighbours to proposed development and have recently invested over \$2m in new hard/soft fit out in own building Substantial investment on belief in continued revival and economic success of HB, with Hastings as the commercial centre HDC active and innovative in seeking to reinvigorate the CBD with noticeable investments and this is good example of innovative thinking and urban renewal 	Support	Don't wish to be heard or joint case
20	Faye Alexander	All	<ul style="list-style-type: none"> Need more housing, inner city living would be awesome, more buildings need their top floors transferred to residential, plus open walkways and open spaces great 	Support	Don't wish to be heard or joint case
21	Shanon Tait	Green space and shade	<ul style="list-style-type: none"> When green space created must provide adequate shade for residents and users 	Support	Don't wish to be heard or joint case
-	James Paul Keenan	Streets and park outside apartments and including walkway from HSW	<ul style="list-style-type: none"> Rent space to food trucks during lunch and early night (7.30pm) helping small business owners Make sure access for emergency services during day (car parks and road width) and night (keys/codes to gates) Create heaps of small seating areas for eating, talking, coffees and business meetings outdoors 	Support and Council grant application	Don't wish to be heard or joint case

Sub #	Submitter	Parts of Application Submission Relates	Submission Summary	Decision Sought	To Be Heard - Joint
23	Tom Ringrose	Public Park/green space	<ul style="list-style-type: none"> Oppose extensive hard cover of walk areas – need more green garden space 	Tress planted in ground and have garden or green space around them Reduce concrete and hard surface covering	Don't wish to be heard or joint case
27	Hawke's Bay Regional Council	Soil Contamination	<ul style="list-style-type: none"> No objection to proposal provided soil contamination managed in accordance with the NES-CS Rules 48 and 49 of HB Regional RMP covers discharges of solid contaminants, including clean fill, to land that will not enter water and discharges to land that may enter water. Regional consents likely to be required due to elevated levels of contaminants found at the site, particularly lead, off-site disposal of soil unlikely to comply – regulated by Rule 52 DSI noted likely implications for off-site disposal of soils given they exceed accepted waste criteria for local Class A landfill 	No objection	Don't wish to be heard or joint case
-	Roger Bailey (Lockwise Safe and Security Ltd)	Revamp of King St North	<ul style="list-style-type: none"> Will improve area and bring more foot traffic Seek to ensure it won't interfere with shop or parking at rear of the shop so can carry on business as normal Concerned re noise when demolishing old building/site 	Council grant application	Don't wish to be heard or joint case

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PEER REVIEW 2

Heritage Impact Assessment

206 Queen Street West and 223
Heretaunga Street West, Hastings

IAN BOWMAN

Architect and conservator

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1 Introduction

1.1 Commission

Caleb Sutton, Environmental Consents Manager, Hastings District Council commissioned this desk-top peer review of the *Heritage Impact Assessment, 206 Queen Street West and 223 Heretaunga Street West, Hastings*, Ann Galloway, December 2022, in a contract dated 23 February 2023. The December 2022 Heritage Impact Assessment (HIA) is a revision of a previous HIA prepared by Ann Galloway in August, for which the author also prepared a peer review.

It is noted in the introduction that the HIA is also described as a “heritage cultural impact assessment report”. It is presumed that this is another term for Heritage Impact Assessment.

1.2 Scope

The scope of this report is to provide a peer review of the HIA to ascertain the adequacy and evaluation of effects on heritage values of the affected properties. The proposal is described in the HIA as

partial demolition (retaining the facades) of two buildings in the Hastings CBD, creating a new mixed-use residential/commercial building, new car parking, an urban park and a laneway connecting two of the major commercial streets in the CBD. The buildings are located in Hastings’ historic Central Character Precinct, an area which has been the commercial hub of the city since the 1880’s¹.

The two buildings that are affected are 206 Queen Street West and 223 Heretaunga Street West, Hastings.

1.3 Limitations and qualifications

The assessment is based on the following documents:

- Ann Galloway Architect Ltd, *Heritage Impact Assessment, 206 Queen Street West and 223 Heretaunga Street West, Hastings*, December 2022 (the HIA)
- Buhring C., and Bowman I., *Guide to assessing historic heritage effects for state highway projects*, NZTA, March 2015 (NZTA Guide)
- Hasting District CBD Heritage Inventory, <https://estatedocbox.com/Architects/123059301-Hastings-cbd-heritage-inventory-project.html>
- Hastings District Plan (Partially Operative with the exception of Section 16.1 & Appendix 50), <https://eplan.hdc.govt.nz/eplan/#Rules/0/0/0/0/0>
- Heritage New Zealand Pouhere Taonga (HNZPT) Search the List, <https://www.heritage.org.nz/the-list>
- ICOMOS NZ Charter for the Conservation of Places of Cultural Heritage Value, 2010
- ICOMOS, *Guidance on Heritage Impacts Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011 (ICOMOS Guide)

¹ Galloway HIA, Executive Summary, no page number

- Robert McLean, HNZPT Sustainable Management of Historic Heritage Guidance Information Sheet 14, *Partial demolition of historic buildings*, 2007
- Robert McLean, HNZPT Sustainable Management of Historic Heritage Guidance Information Sheet 17, *Assessing Impacts on Historic Areas*, 2007

The site has not been visited by the author for the purpose of this review.

The peer review relates only to impacts on heritage values of the two buildings.

1.4 Building ownership

Both buildings are owned by the Hastings District Council.

1.5 Heritage recognition

Only 206 Queen Street West is statutorily recognized as follows, however both 206 and 223 Heretaunga Street West are included in the Central Character Overlay. Both buildings are included in the 2005 Hastings Heritage Inventory.

1.5.1 HDC listing

<i>HDC Reference</i>	<i>Name of Heritage Building / Item</i>	<i>Building/ Item Category</i>	<i>Property Address</i>	<i>Property Number</i>	<i>Legal Description</i>	<i>Heritage NZ</i>
HB46	Hawkes Bay Cooperative Association Limited Garage	II	206-216 Queen Street West, Hastings CBD	25706	Lot 1 DP 5310	1095

1.5.2 HNZPT listing

<i>Name</i>	<i>Address</i>	<i>List entry type</i>	<i>List number</i>	<i>Date entered</i>
Hawkes Bay Cooperative Association Limited Garage	206 Queen Street West	Historic Place Category 2	1095	26th May 2006

The HIA describes the heritage values of 223 Heretaunga Street building as follows

The building at 223 Heretaunga Street West is not a Heritage Item under the 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,

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and decorative features².

1.6 Proposal

The proposal is to demolish all but the façade of 206 Queen Street West including all joinery but retaining some of its steel structure as a form of pergola in an open park. The proposal also includes the demolition of the building including all shopfront joinery of 223 Heretaunga St West, but retaining the remaining frame of the façade. A steel screen canopy is proposed over the new entry.

In addition the proposal includes

a new mixed-use residential/commercial building, new car parking, an urban park and a laneway connecting two of the major commercial streets in the CBD. The buildings are located in Hastings' historic Central Character Precinct, an area which has been the commercial hub of the city since the 1880's.³

1.7 Qualifications and experience

Ian Bowman holds the following qualifications:

- Bachelor of Arts (History and Economic History), Victoria University of Wellington;
- Bachelor of Architecture, University of Auckland;
- Master of Arts (Conservation Studies), University of York;
- Various certificates in building materials conservation from the International Centre for the Study of Preservation and Restoration of Cultural Property (ICCRROM), the International Council on Monuments and Sites, (ICOMOS), the University of Plymouth, the Association of Preservation Technology (APT and other international conservation organisations).

I am a registered architect (NZRAB registration 2095), the immediate past Chair of ICOMOS NZ, founding and current Board member of ICOMOS NZ, an Executive Board member and Treasurer of the International Scientific Committee on Earthen Architectural Heritage (ISCEAH), expert member of the International Scientific Committee on Stone (ISCS), co-convenor of the APT Australasia Chapter and peer reviewer of World Heritage nominations for the World Heritage Committee.

I am a Fellow of the New Zealand Institute of Architects.

I am a self-employed architect and conservator and have approximately 40 years' experience advising local and regional authorities, government agencies and private clients on projects relating to built heritage conservation. Current commissions include conservation architect to Parliament and the Taranaki Cathedral and heritage adviser to the Waitaki, South Wairarapa and Manawatu District Councils and Porirua and Hutt City Councils.

Experience relevant to this peer review includes:

- Writing the built heritage assessment template that forms part of the *Waka Kotahi Guide to assessing historic heritage effects for state highway projects*, published in 2015;

² Ibid

³ Galloway, HIA p 2

- Preparing heritage inventories of individual buildings and heritage areas for numerous local authorities;
- Advising on applications for resource consents for numerous local authorities;
- Assisting in the writing of heritage strategies, preparing design guidelines and conservation plans for local authorities;
- As an expert witness in Council hearings, the Environment Court, the High Court and Environmental Protection Authority Nationally Significant Proposal boards of enquiry.

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2 An understanding of heritage values

2.1 206 Queen Street West

2.1.1 HIA and HNZPT assessments of significance

The HIA has discussed the history and heritage values of the building in sufficient detail and quotes the 2005 Hastings Heritage Inventory as follows:

The Hastings CBD Inventory describes the technological significance as follows: The technological value of the building is high, especially for the concrete frame, the barrel-vaulted roofs and the steel roof trusses. Lesser elements, such as the skylights and ventilators, are also of technological value. It is a very good industrial building of the inter-war period, and ... the elements that give the building its technological interest are completely authentic. The fact that the original part of the building survived the Hawke's Bay earthquake enhances this interest; its structural capacity is underlined by the fact that the addition of 1934 followed the design of the earlier part. The existence of drawings, specification and structural calculations increases the technological value of the building. (Cochran, 2005), Item 12, page 2.....

The building is also recognised for its significant historic and social heritage values; not only its connection to the Hawkes Bay farming community but also the early motoring fraternity and the many members of the public who visited during the later retail occupancies.....

The Former Hawke's Bay Farmers' Co-operative Garage contributes significantly to the heritage value of the streetscape through its form, materiality and scale⁴.

In addition HNZPT entry for the building

This former garage and service station was built for the Hawke's Bay Farmers Co-Operative Association (HBFCA), one of the Hawke's Bay's premier rural services companies of the twentieth century. The Hawke's Bay Farmers' Co-op was one of the earliest businesses to enter into the motor industry in Hastings and this garage was one of a number constructed near the Association's many branches. It was designed and completed in 1925 behind what is now the HBFCA Head Office. It incorporated a showroom, service station, and a workshop.

The Garage was built around a frame of reinforced concrete, which meant it was one of the few buildings to survive the Hawke's Bay earthquake and subsequent fires in 1931. In 1934 an additional bay was constructed on the west side of the building. In 1982, when the HBFCA was absorbed into Dalgety and Co., the building was used by large format retailers such as Briscoes and Payless Plastics.

This building is significant as one of two major Hastings buildings associated with an important local company. The HBFCA was a significant player in the rural services industry and was based in Hastings for most of its history. Today the building is a substantial reminder of the success of that co-operative organisation. The building was also one of Hastings' early motor garages, complete with fuel pumping facilities. The bousers have since been removed.

The building has very high technical value as an industrial structure built to serve a utilitarian purpose. Its barrel-vaulted form is unusual, and the dramatic arched shapes

⁴ Galloway, HIA pp 9-11

show starkly in raw concrete on the rear elevation. Although the building has undergone changes, these have been relatively superficial, and important features such as the steel roof trusses, ceiling linings and skylights are authentic (if hidden). Changes to the front elevation - Queen Street have reduced its architectural quality, but the strong form and underlying structural elements are intact.

The HIA assesses individual elements with a ranking of HV1 (high heritage value) to HV4 (low or no value) but what constitutes heritage value and why it is given the ranking it has, is not explained.

2.1.2 HNZPT listed garages

Surprisingly the HIA appears dismissive of the qualities of the garage.

*It is however 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 function. The three storey Farmers/IMS Building housed the head office of the Farmers’ Cooperative as well as a highly-regarded department store and tearooms; the garage was more prosaic both in design and function.*⁵

There is no explanation as to why the building is considered as subsidiary to the Hawke’s Bay Farmers building in quality of design, construction or function. A motor garage was a significant and rare building type of the period. Added to the dismissive description of the building is the note that it has lesser values because it is [only] a category 2 building.

An on-line search of other HNZPT garages would provide a comparative assessment of the value of the building at 206 Queen Street West. Based on a search of “HNZPT Search the list”, purpose-built commercial garages, rather than garages associated with listing for domestic buildings, there are six garages in total. The relevance of the Temuka building (highlighted in yellow) is not clear as there is no background information on it. However for completeness it is included in the list below.

<i>Name</i>	<i>Location</i>	<i>Listing number</i>	<i>Category</i>	<i>Date</i>
Cadman Parking Station (former)	596 Victoria Street, Hamilton	5302	2	1929
Commercial Building	7 Commerce Street, Temuka	2026	2	1913
Eastbourne Borough Council Omnibus Service Garage	493-495 Muritai Road, Eastbourne, Lower Hutt	7644	2	1939

⁵ Galloway HIA page 11

<i>Name</i>	<i>Location</i>	<i>Listing number</i>	<i>Category</i>	<i>Date</i>
Hawke’s Bay Farmers’ Co-Operative Association Limited Garage	206 Queen Street West, Hastings	1095	2	1925
McLaren Garage	586 – 592 Remuera Road, Auckland	7656	1	1926
Russell’s Garage	4342 State Highway 26, Waihou	4269	2	1930

Therefore it is clear that the building at 206 Queen Street West is likely to be the oldest motor garage in New Zealand and is a **nationally** rare building type.

2.2 223 Heretaunga Street West⁶

2.2.1 HIA assessments of significance

The HIA quotes the 2005 Hastings Heritage Inventory as follows:

“The buildings have architectural value for their matching scale and compatible Art Deco features. Though modest single storey retail buildings, they each have their own visual interest, and they combine to make an interesting ensemble. ... They play an important part in the streetscape, helping to reinforce the strong townscape values of the area.” (Cochran, 2005); item 64 p2.

The HIA also states that the building

“contributes to the heritage value of the streetscape through consistent parapet and veranda height, design style, age of (re)construction”.

The HIA does not elaborate on the value of the building as part of an historical and current unbroken street wall along the block nor its contribution to the consistency of the street edge.

⁶ Galloway, HIA pp12-13

3 Assessment criteria

3.1 Criteria to assess a resource consent

Section 104 of the Resource Management Act 1991 (RMA) describes the requirements for a resource consent as follows:

“when considering an application for a resource consent and any submission received, the consent authority must, subject to Part 2 and section 77M, 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.

Section 88 of the RMA states that an application for a resource consent shall include:

- (4) (b) An assessment of any actual or potential effects that the activity may have on the environment, and the ways in which any adverse effects may be mitigated

3.2 Hawkes Bay Resource Management Plan

The HBRM Plan has no specific policies or rules that relate to built heritage. There are general objectives such as OBJ UD1 requiring a quality built environment that retains heritage values, and POL UD12 relating to urban development, the territorial authorities shall have regard to *protection and enhancement of significant natural, ecological, landscape, cultural and historic heritage features*.

3.3 Operative District Plan criteria

Relevant criteria for assessing the proposal in the operative district plan (ODP) against comprise:

18.1.2 Anticipated environmental	Description
----------------------------------	-------------

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outcomes

HA01	Preservation of a range of heritage items of significance
HA02	Maintenance and enhancement of heritage items to enable their continued use and enjoyment while not detracting from their heritage values
HA03	Reduction in destruction of heritage buildings
HA04	The retention of the character of identified heritage streetscapes that enhance the heritage value of the Hastings CBD.

18.1.3 Objectives and policies Description

H01	Significant Heritage Items are protected and the heritage character and history of the District is preserved
HP1	NA
HP2	Ensure activities do not adversely affect the character of Heritage Items.
H02	To promote the continued use of recognised heritage buildings in the District where this encourages their retention, restoration and maintenance.
HP3	NA
HP4	Ensure new development and alterations to existing buildings do not compromise the architectural significance of historic buildings.
HP5	Allow heritage buildings to be used for a range of activities where this promotes the retention of the building.
HP6	NA
H03	
H07	NA
H04	Encourage the upgrade of heritage buildings where there is an identified safety risk
HP8	To facilitate and encourage alteration to heritage items to improve structural performance, fire safety

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18.1.3	Objectives and policies	Description
		and physical access while minimising the significant loss of associated heritage values.
	H05 and HP9	NA

18.1.4	Methods	Description
18.1.4.1	Council owned buildings	The maintenance and enhancement of the Council's own heritage buildings shall be undertaken as examples of good practice.
	The following guidelines are relevant and could be used when considering Resource Consents where appropriate:	International Council on Monuments and Sites (ICOMOS) New Zealand of Charter for the Conservation of Places of Cultural Heritage Value General principles of conservation HNZPT Guidelines

18.1.5	Rules	Description	Activity status
	H6	External safety alterations to Category II heritage items listed in Schedule 1 or any building within the Russell Street or Queen Street East Historic Areas (other than a Category I Heritage Item) necessary for the primary purpose of improving structural performance, fire safety or physical access.	C
	H7	External alterations to any Heritage Item identified as Category II in Schedule 1.	RDNN
	H13	Any new building or structure on the same site and located within 50 metres of a Heritage Item identified as Category I OR Category II in Schedule 1	RDNN
	H17	Demolition (including partial demolition) of any Heritage Item identified in Schedule 1 .	NC

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18.1.6 ⁷	Activity	Assessment criteria
	1. Safety alterations	<p>(a) The contribution of the Heritage Item to the history or heritage value of the site or to the District.</p> <p>(b) The extent to which the proposed work will change the appearance of the building and whether the work enables compatible, original and new adaptive uses.</p> <p>(c) Whether the building has been subject to a detailed structural engineering assessment, by a chartered professional engineer. This should be supplied to Council with the application. Where this is not supplied, work will be assessed as an alteration as it fails to meet the definition of safety alterations.</p> <p>(d) The extent to which the works proposed involve the least possible loss of material of heritage value, including any irreversible or cumulative effects.</p> <p>(e) Whether the removal of key historic or architectural elements is required, and whether it is proposed that records be kept (such as photographs, written history, drawings and so on) of the item(s) removed.</p> <p>(f) Whether the significance of the item to the District's heritage is such that it is necessary for a heritage assessment and/or conservation plan to be completed prior to work being carried out.</p> <p>(g) Whether the building is located within a Historic Area, or within a significant group of buildings.</p> <p>(h) The extent to which significant original interior finishes will be retained.</p> <p>(i) The extent to which visible seismic bracing detracts from the architectural or historical features of the building.</p> <p>(j) Whether a conservation plan prepared by a suitably qualified heritage professional has been prepared to inform the work being undertaken (where appropriate).</p> <p>(k) Whether the site has been identified as a potential Archaeological site, and whether it is necessary to undertake an archaeological assessment due to the nature of the proposed work.</p>
	2. Alterations, repairs and maintenance	<p>a) Whether the demolition or partial demolition of any building identified as Category I would compromise:</p> <p style="padding-left: 20px;">The integrity of the surrounding area</p> <p style="padding-left: 20px;">The integrity of a historic area</p> <p style="padding-left: 20px;">The value of the District's historic heritage</p> <p>(b) Whether adaptive re-use has been adequately considered as an</p>

⁷ This section of the District Plan is considered relevant as the reason for the demolition of much of the building is due to earthquake risk issues.

alternative to demolition, and the economic and social benefits to the owner and the wider public through retention of Heritage Items.

(c) Whether the building in its current state poses a safety risk, including loss of life, in the event of an earthquake, and alterations are not an option.

(d) Where the retention of the façade only is proposed, the extent to which the heritage value of the remainder of the building has already been compromised to the extent that demolition is the only viable option, and the impacts of this on the heritage fabric of the District.

(e) Where the demolition of the façade is proposed, and the remainder of the building retained, the extent to which the façade is an invaluable element to the whole building and its loss would be detrimental to the visual appearance of the building, and the setting in which the building is located. Replacement facades shall be compatible with the building itself, and surrounding buildings.

(f) Whether the site has been identified as a potential Archaeological site, and whether it is necessary to undertake an archaeological assessment due to the nature of the proposed work.

3.4 Non regulatory assessment criteria

It is noted in 18.1.4.1 Heritage items of the ODP

The following guidelines are relevant and could be used when considering Resource Consents where appropriate:

- *ICOMOS NZ Charter for the Conservation of Places of Cultural Heritage Value, 2010*

Guidelines developed by Heritage New Zealand Pouhere Taonga to help assess alterations to Historic Buildings from a Conservation viewpoint.

The most relevant of these are:

- HNZPT Sustainable Management of Historic Heritage Guidance Information Sheet 14, *Partial demolition of historic buildings*, 2007;
- HNZPT Sustainable Management of Historic Heritage Guidance Information Sheet 17, *Assessing Impacts on Historic Areas*, 2007

Other relevant assessment guidelines are:

- *ICOMOS Guidance on Heritage Impact Assessment for Cultural World Heritage Properties*, January 2011; and

^a *Waka Kotahi, Guide to assessing heritage effects for state highways, March 2014*

4 Assessment

4.1 Thoroughness of HIA assessment

The revised HIA has included brief assessments using some of the criteria listed in section 3, however there is no assessment against some of the more important criteria comprising HA01-04, 18.1.4, 18.1.5 (rules) or 18.1.6 (assessment criteria). There is also no assessment with relevant policies of the ICOMOS NZ Charter or HNZPT guidelines sheets 14 and 17 all of which are described in 18.1.4 methods of ODP.

The greater part of the HIA assesses 7.3 Hastings Commercial Environment. This section of the ODP does not seem particularly relevant as this section relates more to urban design principles, character, amenity, crime prevention, green spaces and gateway routes with only a peripheral relationship to built heritage. Character and heritage are separate disciplines and are separate sections in the ODP. Only CCA015 directly discusses heritage values along with streetscape character.

4.2 Assessment of 206 Queen Street using ODP

18.1.2 Anticipated environmental outcomes	HIA Assessed?	Quality of assessment	Consistency of the proposal with ODP
HA01	No	Nil	Not consistent
HA02	No	Nil	Not consistent
HA03	No	Nil	Not consistent
HA04	No	Nil	Not consistent

18.1.3 Objectives and policies	HIA assessed?	Quality of assessment	Consistency of proposal with ODP
H01	Yes	Minimal assessment. The heritage item is not protected with the building of all but the façade.	Not consistent
HP2	Yes	Minimal assessment. The character of the heritage item comprises its form, scale, location, detailing, materials. These will all be lost with the exception of part of the street façade.	Not consistent
HP3	Yes	Minimal assessment. Interpretative material does not provide greater public awareness than the retention of the original building.	Not consistent
HP4	Yes	Minimal assessment. The demolition of all but the façade of the building	Not consistent

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			significantly compromises its architectural significance.	
HP5	Yes		Minimal assessment. The demolition of all but the façade of the building significantly compromises the ability of the building to be used for a range of activities.	Not consistent
H03	Yes		Minimal assessment. The heritage building is not protected with the demolition of all but the façade.	Not consistent
H04	Yes		Minimal assessment. The heritage item is not upgraded to protect it against earthquakes but is largely demolished.	Not consistent
HP8	Yes		Minimal assessment. The heritage item is not upgraded to protect it against earthquakes but is largely demolished.	Not consistent

18.1.4 Methods	HIA Assessed?	Quality of assessment	Consistency of the proposal with ODP
Council owned buildings	No	Nil	Not consistent
General principles of conservation (ICOMOS NZ Charter)	No	Nil	Not consistent
General principles of conservation HNZPT Guidelines	Yes	Minimal assessment. Assumes that the building will be demolished rather than assessing the effects of the demolition.	Not consistent

18.1.5 Rules	HIA Assessed?	Quality of assessment	Compliance of the proposal with ODP
H6	No	Nil	Does not comply
H7	No	Nil	Does not comply
H13	No	Nil	Does not comply
H17	No	Nil	Does not comply

18.1.6 Assessment criteria	HIA Assessed?	Quality of assessment	Compliance of the proposal with ODP
1. Safety alterations (a) to (k)	No	Nil	Does not comply
2. Alterations, repairs and maintenance (outside identified historic areas) (a) to (f)	No	Nil	Does not comply
3. Buildings or structures (including additions) on the same site and located within 50 metres of a Category 1 or Category II heritage item listed in Schedule	No	Nil	Does not comply

4.3 Assessment using HNZPT Information Sheet 14

The following is an outline assessment against the HNZPT guideline sheet 14 *Partial demolition of historic buildings*.

Criteria	Description	HIA assessed?	Quality of assessment	Compliance with criteria
Principles	Retention of heritage building in entirety	No. Assumes demolition of the building.	Nil	Does not comply
	Partial demolition including façade retention proposals, is not consistent with best practice conservation principles	No. Assumes demolition of the building.	Nil	Does not comply
	Conservation plan should inform and guide proposals that	Not included	Not included	Does not

Criteria	Description	HIA assessed?	Quality of assessment	Compliance with criteria
	involve partial demolition	with application	with application	comply
Checklist	Partial demolition should not be allowed unless it does not adversely affect significance and integrity	No. Assumes demolition of the building.	Nil	Does not comply
	The proposed partial demolition should be limited to parts of the building that have been identified as having no significance	No. Assumes demolition of the building.	Nil	Does not comply
	The proposed partial demolition should be limited to those parts of the building that are beyond repair	No. Assumes demolition of the building.	Nil	Does not comply
	Partial demolition should be informed by the concept of greater or total conservation benefit with respect to a large complex of structures and buildings. The removal of a minor parts of a building may be justified to achieve conservation of most significance places on the entire site	No. Assumes demolition of the building.	Nil	Does not comply

4.4 Assessment using HNZPT Information Sheet 17

The following is an outline assessment against HNZPT guideline sheet 17 *Assessing impacts on Historic Areas*.

Criteria	Description	HIA assessed?	Quality of assessment	Compliance with criteria
Principles	Demolition....can undermine the collective integrity of historic areas...	No. Assumes demolition of the building.	Nil	Does not comply
	The proposed activity should not	No. Assumes demolition of	Nil	Does not comply

Criteria	Description	HIA assessed?	Quality of assessment	Compliance with criteria
	affect the heritage significance, integrity and condition of the historic area	the building.		
	The proposed activity should not affect a building, area or item that makes a contribution towards the significance of the street, area...	No. Assumes demolition of the building.	Nil	Does not comply
	The proposed activity should be limited to affecting a building which has been identified as a non-contributory item or intrusive within a historic area	No. Assumes demolition of the building.	Nil	Does not comply

4.5 Assessment using ICOMOS NZ Charter, 2010

Based on the methodology in appendix 2, the following are the assessed effects on the heritage values of the buildings:

General principles (18.1.4.1)	Description	HIA assessed?	Quality of assessment	Compliance with principles
18.1.4.1 General principles ICOMOS Charter 2010	Clause 2 Understanding cultural heritage values – respect cultural heritage values	No.	Nil	Does not comply
	Clause 5 Respect for surviving evidence and knowledge – conservation....involves the least possible loss of fabric or evidence of cultural heritage value	No.	Nil	Does not comply

Clause 6 Minimum intervention	No.	Nil	Does not comply
Clause 15 Conservation projects...should include (vi) preparation of a conservation plan	No.	Nil	Does not comply

4.6 Assessment using the ICOMOS/Waka Kotahi Guide

The HIA assesses the proposal using the ICOMOS/Waka Kotahi guides and assesses the significance of effect as being moderate to large or more than minor. I would agree with this assessment.

4.7 Discussion of HIA relating to 223 Heretaunga Street West

The comments above in 4.1 relating to 206 Queen Street West are also appropriate to the assessment of 223 Heretaunga Street West.

The HIA helpfully assesses the proposal against 18.1.6A although the building is not category I. The proposal is assessed using HNZPT. The same emphasis in assessing 206 Queen Street West is maintained in that it is assumed the building will be demolished rather than assessing the impacts of the substantial demolition of the building.

The ICOMOS/Waka Kotahi Guide is used to assess the proposal and suggesting the magnitude of impact is moderate. My assessment is that demolition of all but part of the façade comprises “change to key historic building elements such that the resource is totally altered”. This equates to major impact. With a building of low heritage value, the significance of effect on a building of low value is slight/moderate or minor.

5 Conclusions

5.1 Summary

The proposal is to demolish 206 Queen Street West, a HNZPT category II and Hasting District Plan listed heritage building, but retaining its façade frame (excluding any joinery) and some, isolated structural elements. The proposal is also to demolish all but the façade frame (also excluding any joinery) of 223 Heretaunga Street West, a building included in the 2005 Hastings Heritage Inventory and add a steel canopy screen.

The HIA is deficient in its selection of assessment criteria it uses. The HIA uses some but not all of the appropriate ODP assessment criteria and where they are used the assessments are not comprehensive. Those criteria not used are perhaps of greater weight in the ODP than those used, particularly HA01-04, 18.1.3, 18.1.4, 18.1.5 (rules) or, concerningly, 18.1.6 (assessment criteria). Of particular relevance to this proposal is 18.1.3, Council owned buildings, as the buildings are owned by the Council. The HIA is silent on this aspect.

There is no assessment using the ICOMOS Charter 2010. Missing these criteria is a significant deficiency in the HIA.

The building is stated as being subsidiary to the Hawke's Bay Farmers building in quality of design, construction or function. A motor garage was an early building type from the early development of the motor car, for which New Zealanders have always held a fascination. There is no explanation as to why its design is of a lesser quality. It would be difficult to compare the designs of a commercial building, a type that has been in use for centuries, with a new building type and a developing aesthetic.

Added to this somewhat dismissive description of the building is the note that it has lesser values because it is [only]⁸ a category 2 building. Even a cursory inspection of the HNZPT list shows that the building is rare nationally and likely to be the earliest of its type. Irrespective of its category II status the building is a significant heritage building, likely worthy of a higher listing.

Instead the HIA appears to have accepted the demolition of the buildings as a fait accompli with its greater emphasis on the economic and social advantages of the project rather than concentrating on the impacts on heritage and heritage values; the object of an HIA. The HIA states that the Council has already spent considerable sums on the Municipal Theatre and Chambers, suggesting that further expenditure is not warranted on a category II building. It is noted that the project required 100% NBS, whereas 67% NBS is the generally accepted level by engineers for heritage buildings.

The greater part of the HIA uses assessment criteria contained in 7.3 Hastings Commercial Environment. This section of the ODP does not seem particularly relevant as this section relates more to urban design principles, character, amenity, crime prevention, green spaces and gateway routes with only a peripheral relationship to built heritage. Only CCA015 directly discusses heritage values along with streetscape character.

⁸ emphasis added

The assessment against the principles and checklists of the HNZPT sheets 14 and 17 assumes the demolition of the buildings (but retaining the façades) is a given rather than assessing the actual impact of demolition. This is another deficiency in the HIA.

The HIA assesses the proposal using the ICOMOS/Waka Kotahi guidelines and assesses the demolition (with façade retention) as being a more than minor effect for 206 Queen Street West and a minor effect for 233 Heretaunga Street West. I agree with these findings.



Ian Bowman

March 2023

MEMORANDUM

File Ref RMA20220352#0012

To:

From: Kelly Nikora (3 Waters Senior Engineer)

Copy to:

Date: 23 February 2023

Subject: RMA20220352 – 206 Queen St West
Proposed medium density residential living in the Hastings Central Commercial Zone.

Comments

The proposal is for a land use consent for construction of a 3-storey residential 20 apartments and 2 commercial sites and associated parking, loading, vehicle accesses, signage and landscape with creation of earthworks, services, OFP, transportation. The development includes a provision of 18 public parking spaces. The existing public drains to service the proposed development are required to be upgraded to service the development.

The applicant provided the following technical reports with the application, in response to a section 92 further information request and to support the amended proposal.

- A) Parking Assessment prepared by Urban Connection Dated June 2022 (HDC Ref 25706#0093)
- B) Infir 206 Queen Street West Servicing Report – J22172-1 Dated 22 June 2022 (HDC Ref 25706#0092)

Section 92 Response

- C) Parking Assessment prepared by Urban Connection Dated September 2022 Rev 1 (HDC Ref 25706#0108)
- D) Infir 206 Queen Street West Servicing Report – J22172-3 Dated October 2022 (HDC Ref 25706#0109)

Post Submission Amended Proposal Further Information

- E) Parking Assessment prepared by Urban Connection Dated November 2022 Final (HDC Ref 25706#0111)
- F) Infir 206 Queen Street West Servicing Report – J22172-6 Dated 16 December 2022 (HDC Ref 25706#0114)

The engineering plans provided with this application are for **RC approval purpose only** demonstrating that the development can be serviced. Full engineering details will be required to be provided and approved before construction.

General Conditions

- 1) That all works shall be completed in accordance with the Hastings District Council- Engineering Code of Practice (2020).
- 2) All public drains located on private property shall be protected by an easement in gross in favour of Hastings District Council and the dimensions of the easement shall be detailed on the plan.

Servicing

- 3) The development must be supplied with connections to the following drainage in accordance with the **Engineering servicing report ref# J22172-6 by Infir dated 16 December 2022**:
 - a) A public sewer connection located on King Street
 - b) A public storm water connection located on King Street
 - c) A water supply connection to the water main for potable and the new connection is to include a manifold fitted with suitable commercial water meter.
 - d) A water supply connection for firefighting purpose in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008. The new connection is to include a RPZ back flow preventer.

Advice Note

*Firefighting capacity – There is adequate capacity in the existing network to meet **only the FW2 requirements** stated from the Fire Hydrants.*

- 4) The development must be supplied with an underground connection to power.

Engineering Plan Approval

- 5) Prior to commencement of any works related to or on site other than demolition, for this application, the applicant shall submit, for approval by the Environmental Consents Manager, Planning and Regulatory Services, Hastings District Council or nominee, a detailed design (and signed Form 4 Appendix 62 of the Hastings District Plan) by a suitably qualified and experienced CPEng civil engineer.
- 6) That all works shall be carried out in strict accordance with the approved engineering plans and information.
- 7) The engineering design plans required by condition 5 submitted for approval shall detail all works associated with, and be in accordance with Hastings District Council- Engineering Code of Practice (2020), including but not limited to;
 - a) Stormwater Reticulation which shall include:
 - Detailed Stormwater report and calculation;
 - Quality control treatment if require. **Note:** An Approved Stormwater Controlled Discharge Consent may be required;

- Detail design of attenuation tank for the roof runoff mitigation which shall include in line leaf and debris diverters;
- Detention/attenuation tank specification and maintenance program;
- Detail design of attenuation tank/ depression for the impermeable mitigation;
- Any existing stormwater connections/kerb which will be reused;
- All the existing stormwater connections/kerb which will be abandoned and capped off;

b) Wastewater Reticulation which shall include:

- Detailed wastewater analysis and/or modelling report demonstrating there is sufficient capacity;
- Detailed alternative design of localised network upgrades should wastewater analysis and/or modelling demonstrate localised network upgrades are required;
- Construction methodology which includes full detail of the installation of the new diversion of wastewater 150 mm pipe and earthwork/construction within zone of influence to existing and new wastewater public pipes;
- Detail of building/construction within zone of influence of existing and proposed wastewater public pipes;
- Contingency plan;

Note: The details of that contingency plan will need to be agreed prior to earthwork and construction.

- Preconstruction CCTV and condition report of the existing public wastewater pipe located within the site
- Any existing wastewater connections which will be reused shall demonstrate that are fit for purpose and in good condition

Advice note:

If any agreement with Asset Manager related to the design and/or construction of the HDC wastewater pipe or any required remediation or replacement of the existing 150mm dia wastewater public pipe located within the site will be in place at the time of Engineering design plan application a copy of the agreement and full detail design, calculation and related documents shall be provided with the Engineering design application.

c) Water Reticulation which shall include:

- Connections shall be fitted with an RPZ testable back flow preventer and include manifold fitted with suitable commercial water meter located outside the boundary.
- Any existing water connections which will be reused;
- Any existing water connections which will be abandoned and capped off;

- d) Earthworks and Erosion Sediment Control Plan
- e) Construction management plan
- f) Overland flowpaths;
- g) Access/parking areas within the development;

- h) Construction detail, specification, and maintenance program for any permeable paving – proposed;
- i) Vehicle crossings, including a detailed design of the interface between the access way and the footpath at the Queen Street West crossing. The design will require approval by Councils Transportation Manager and may include visual and / or audible alarms; traffic calming measures, signage and differential pavement treatment;
- j) Detailed design of street lighting, and other structures/facilities on the roads/accesses to be vested in HDC (including traffic calming devices, tree pits, pot planting, if any SW devices and safety measurements, marking and street signs etc.) Detail of any visual signs and traffic management measures be provided to reduce vehicle speeds when exiting the site. Any design at the driveway / footpath interface should be such that pedestrians clearly have priority;
- k) Design and details of any fences / retaining walls and other structures;
- l) Approved Corridor Access Request (CAR), complete with Traffic Management Plan;
- m) List of roles and responsibilities for the duration of the development;
- n) Details of the Chartered Engineer who will act as the consent holders representative for the duration of the development;

Advice Note

One hard copy and one electronic version (PDF) of complete engineering plans (including engineering reports, calculations and specifications) shall be submitted to the Development Engineer.

All drawings submitted for Engineering design approval shall clearly mark all drains/connections, OFP, road and services as being either public or private.

The engineering plans and documents submitted for engineering design approval (EPA) must be submitted to developmentengineer@hdc.govt.nz email address.

The subject line shall include RMA number, property address and what is related for (i.e. EPA approval for)

The engineering plans submitted for approval shall be accompanied by a technical memo specified what is for the application, which condition of RC is related to, supporting documents, roles and responsibilities.

- 8) As part of the application for Engineering Design Approval, a registered engineer shall provide a **Signed Form 4:** Appendix 62 of the Hastings District Plan certify that the road, accesses/parking area, stormwater system and overland flowpath, wastewater and water systems have been designed in accordance with the HDC -Engineering Code of Practice 2020.
- 9) A service connection approval will be require for any new connection to the public infrastructure system;

Advice Note:

Connection approval to be obtained from HDC prior to application for a building consent or connection to any public network.

The connection application form including lodgement and fees can be found at the following HDC website:

For New service connection application guidance refer to:

<https://www.hastingsdc.govt.nz/index.php/services/water/water-service-connections/>

- 10) All works on the existing public three waters networks must be carried out by an HDC approved contractor

- 11) The stormwater discharge from the development shall not exceed the pre- development level. The building on this development shall have the SW roof runoff discharged via an attenuation tank of a min 15m³ (15000 litre) prior discharging into public stormwater system.

The impermeable area on this development shall have the SW runoff discharge via an attenuation tank/depression of a min 1.2m³ (1200 litre) prior discharging into public stormwater system.

- 12) Prior to the occupation of buildings and/or starting activity, the accesses and manoeuvring area with permeable paving shall be constructed in accordance with Auckland Council Guideline Document GD2017/001, C2 Pervious Pavements and approved plans; and thereafter maintained to ensure the free flow of stormwater through the paving to the satisfaction of the Environmental Consents Manager, Hastings District Council (or nominee).

- 13) The access/carpark area for the development shall be constructed with stormwater control, in compliance with Hastings District Council- Engineering Code of Practice 2020 prior to occupation of the building and/or starting the activity.

- 14) That the applicant shall submit to Council a final design, detailing the earthworks to be carried out, overland flow paths and proposed finished ground levels within the development for approval by the Environmental Consents Manager, Planning and Regulatory Services Hastings District Council (or nominee), prior to construction.

- 15) The earthworks plan shall not include any changes in the existing ground level of the external boundaries of the site. The engineering design plan shall be produced by a suitably qualified and experienced professional for the earthworks.\

- 16) That as part of the earthworks, no filling shall take place that will obstruct the overland flow path from higher ground

- 17) That the applicant shall submit a sediment control plan by an appropriately qualified person to Council, for approval by the Development Engineer, Planning and Regulatory Services Hastings District Council (or nominee), prior to the commencement of any work on the site. The plan shall detail how sediment and erosion controls will be carried out at the site in

accordance with current engineering best practice. A statement shall be included with the plan stating the author's qualifications and experience in this area.

- 18) Prior to the commencement of the construction and / or earthworks activity, the consent holder shall hold a pre-start meeting that:
- is located on the subject site
 - is scheduled not less than 5 days before the anticipated commencement of construction and/or earthworks
 - includes officer[s] Development Engineer, Transportation Engineer, Parks officer, RC Monitoring and Compliance
 - includes representation from the contractors who will undertake the works and any suitably qualified professionals if required by other conditions

Advice Note

To arrange the pre-start meeting required by condition above please contact the Monitoring Inspector to arrange this meeting on phone (06) 871 5000 or email rcmonitoring@hdc.govt.nz and Development Engineer on email developmentengineer@hdc.govt.nz. The conditions of consent should be discussed at this meeting. All information required by the council and listed in that condition should be provided 5 days prior to the meeting.

- 19) All earthworks and construction activities on the subject site shall comply with the New Zealand Standard 6803:1999 for Acoustics – Construction Noise at all times.
- 20) There shall be no airborne or deposited dust beyond the subject site as a result of the earthworks/construction activities that in the opinion of the RC Monitoring and Compliance, is noxious, offensive or objectionable.
- 21) The proposed earthworks shall be undertaken in a manner which ensures that the land within the site, and on adjoining properties, remain stable at all times and **the integrity of the existing public drain will not be affected.**
- 22) There shall be no obstruction of access to public footpaths/berms, private properties, public services/utilities, or public reserves resulting from the construction and/or earthworks activity. All materials and equipment shall be stored within the subject site's boundaries.
- 23) The existing vehicle crossing on Queen Street West shall be provided for access to the site. The vehicle crossing shall be structural constructed in accordance with Hastings District Council- Engineering Code of Practice (2020) –detail C19 and the layout approved under vehicle crossing application.

Any redundant vehicle crossing shall be reinstated at berm in accordance with Hastings District Council - Engineering Code of Practice (2020).

- 24) Prior to commencement of works an application for the vehicle crossing shall be submitted for the approval of Hastings District Council.

Advice Note:

For vehicle crossing guidance refer to: <https://www.hastingsdc.govt.nz/services/roads-and-streets/vehicle-crossings/>

That all work within the road reserve shall be undertaken by a contractor being pre-approved by Hastings District Council to work within the public road reserve.

The distance between the vehicle crossing and a storm water connection to the kerb and channel with the kerb outlet being positioned to a minimum of 1.0 m clear of any vehicle crossing.

The distance between the vehicle crossing and a power pole/power box/street light being positioned to a minimum of 1m clear of any vehicle crossing.

- 25) As built drawings (height datum and benchmark specified) and details, including WASABI, CCTV for 3 Waters public/private including (detention tanks/ depression and any SW pre-treatment), road (including any modification), parking, overland flowpath, earthworks shall be **provided prior to occupation of the buildings and starting the activity** related to this development. The as built and WASABI shall notate and specify clear public/private assets.
- 26) That the contractor(s) shall issue a "Construction review" producer statement for the services constructed and the applicant shall supply this statement to Council **prior to occupation of the buildings and starting the activity** related to this development.
- 27) Closed circuit television (CCTV) inspection records (DVD), in accordance with Council's CCTV technical specification, shall be submitted to Council for all public/private wastewater mains, and all storm water mains and sump leads.
- 28) An Engineering Completion Certificate certifying that all works have been constructed in accordance with the approved Engineering Plan shall be provide within 2 (two) months of completion of the engineering works and/or prior occupation of the buildings and starting the activity which one coming first.

All Road Assessment and Maintenance Management (RAMM) as-built plans and data for the new road/access works and modification shall be provided prior occupation of the buildings and starting the activity. This shall be inclusive of kerb lines, cesspits, footpaths, intersection control devices, pavement marking, and if any street lighting, street furniture, street names, speed signage, directional signs, audible/visual signs, landscaping etc.

- 29) A report from an appropriately qualified and registered electrician shall be supplied which shall certify that the lights have complied with the relevant safety standards and that they are connected to the network and are operational.

Attachment 6

Draft conditions

DRAFT CONDITIONS – RMA20220352

Interpretation

Wherever used in the conditions below, the following terms shall have the prescribed meaning:

CCTV mean closed circuit television

Council means the Hastings District Council

CSMP means a Site-wide Contaminated Site Management Plan

DMP means Demolition Management Plan

DSI means Detailed Site Investigation

ECOP means **Council's** Engineering Code of Practice 2020

Hastings District Plan means the Partially Operative Hastings District Plan (March 2020)

HB Farmers' Garage means Hawke's Bay Farmers' Cooperative Garage building

LMP means Landscape Management Plan

Main building means the residential and commercial mixed-use building located on the Queen Street West frontage of the **site**

Manager means the Environmental Consents Manager, Planning and Regulatory Services, of **Council** or their nominee

NES-CS means the *Resource Management (National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011*

RMA means the Resource Management Act 1991

RAP means Remedial Action Plan

The **Site** means the land subject to this resource consent at 206 and 218 Queen Street West and 223 Heretaunga Street West, Hastings [legally described as Lot 1 DP 13663, Lot 1 DP 5310, Lot 1 DP 22385, Lot 2 DP 22385, Lot 3 DP 22385, and Lot 3 DP 16426]

SQEP means Suitably Qualified Environmental Practitioner

General

1. The demolition, development and associated landscaping, car parking, lighting, servicing, and earthworks shall be in general accordance with the proposal, plans and information submitted in the application documentation¹ and formal responses to further information requests², unless otherwise altered by the conditions of this consent.

¹ HDC Ref: RMA20220352 – As amended by revised 20-unit development lodged with **Council** by Sage Planning HB Limited, dated 6 February 2023

² Pursuant to s92 (**RMA**)

Notes:

- Where there is any apparent conflict between the revised application referred to by condition 1 and the following conditions of consent, the following consent conditions shall prevail.
- The consent holder should note that this resource consent does not override any registered interest on the Record of Titles for the **site**.

2. The consent holder shall ensure that a copy of this consent and all documents and plans referred to in this consent are kept on **site** at all times while work is being undertaken, and:
 - a. Provided to all parties undertaking works authorised by this consent; and
 - b. Presented to any **Council** officer on request.

Notes:

- The retention on site via electronic means is deemed to satisfy the condition.

3. The consent holder shall give the **Manager** at least five working days notice of:
 - a. the intention to commence each stage of works authorised by this consent;
 - b. the completion of each stage of works authorised by this consent; and
 - c. the intended first occupancy (commercial and/or residential) of the building on the site.

Notes:

- Failure to notify **Council** as stated in the above condition may result in enforcement action.
- In respect of this condition, the reference to “stage of works” on the **site** is reference to demolition, earthworks (i.e. filling), and construction works (building and services).

4. Prior to the commencement of the earthworks and / or construction activities, the consent holder shall hold a pre-start meeting that:
 - a. is located on the **site**;
 - b. is scheduled not less than 5 days before the anticipated commencement of earthworks and / or construction as notified by Condition 3(a);
 - c. includes **Council** officer[s] Development Engineer, Transportation Engineer, Parks Officer, RC Monitoring and Compliance; and
 - d. includes representation from the contractors who will undertake the works and any suitably qualified professionals if required by other conditions of this consent.

Notes:

- To arrange the pre-start meeting please contact the Monitoring Inspector on phone (06) 871 5000 or email rcmonitoring@hdc.govt.nz and Development Engineer on email developmentengineer@hdc.govt.nz.
- The conditions of consent should be discussed at this meeting.
- All information required by **Council** and listed in that condition should be provided 5 days prior to the meeting.

Heritage Item

Photographic Record

5. Prior to the commencement of any **site** works, a photographic record of the **HB Farmers Garage** at 206 Queen Street West shall be prepared and submitted to the **Manager**.
 - a. The record shall particularly include the building's steel barrel vault trusses, curved roof form, exposed concrete structural frame, brick infill panels, fuel inlet valves, evidence of the former service pits (visible in the existing floor slab), evidence of the former mezzanine floor (as indicated by plans and column remnants), roof ventilators and the expressed beam and column structure.
6. Prior to the commencement of any **site** works, a photographic record of the building at 223 Heretaunga Street West, shall be prepared and submitted to the **Manager**.

Façade Strengthening - HB Farmers' Garage

7. Prior to commencement of any **site** works, the consent holder shall prepare and submit to the **Manager**, details of the final design for the strengthening of the façade which shall be certified by a suitably qualified and experienced heritage architect as achieving/ including the following:
 - a. seismic strengthening elements located to correspond with the existing structural frame and members at parapet level follow the curved form of the parapet;
 - b. the secondary frame shall reflect the original 1925 façade, such that horizontal elements align with the parapet and mid-floor structural frames; and
 - c. details of member dimensions, junctions and connections, and the design of the screen elements are provided.

Overall Site Development

All Roof Surfaces

8. All roof surfaces shall be constructed from inert materials or painted with non-metal-based paint and maintained in good order.

Paint Colours

9. The exterior of the two retained building façades and any painted surfaces of the exterior of the **main building**, shall be finished in colours in accordance with the following:
 - a. Exterior walls 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 façades) 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.*

Main Building Exterior Design

10. Prior to commencement of any **site** works, the consent holder shall prepare and submit to the **Manager** a final design for the exterior of the **main building** to the **site**, which shall be certified by a suitably qualified and experienced heritage architect as achieving/ including the following:
 - a. the style of the **main 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;
 - b. plastered walls of the **main building** have a simple cornice in keeping with detailing of adjacent heritage buildings (i.e. not simply a metal cap flashing);
 - c. brick elements are unpainted; and
 - d. the **main building** is differentiated from the retained façade of the **HB Farmers Garage** by a 6-metre-wide setback.

223 Heretaunga Street Façade

11. The new glazed canopy and frame associated with the retained façade of the building at 223 Heretaunga Street West shall be within the existing veranda fascia.
12. All structural works to support retention of the existing façade of the building at 223 Heretaunga Street West shall be constructed so that no part of the structure protrudes above the existing façade or beyond the existing recession plane of the existing building.

Building Acoustic Insulation Design

13. Prior to commencement of any **site** works, an Acoustic Design Report prepared by a suitably qualified and experienced acoustic engineer shall be provided to the **Manager** addressing compliance post construction in relation to the design of the residential units with the noise limits specified in the General Performance Standard and Term 25.1.7C of the **Hastings District Plan** for noise sensitive activities in the Central Commercial Zone.
 - a. The Acoustic Design Report's author shall provide to the **Manager** a certificate confirming that the means given within the Acoustic Design Report will be adequate to ensure compliance with the acoustic design requirements specified in the Standard and Term.

Note:

- *To achieve compliance while at the same time ensuring adequate ventilation, noise sensitive rooms with doors and windows or other openings opening to the outdoors may need to utilise other methods to meet the ventilation requirements of the Building Act and relevant codes thereunder.*

The Site

14. Prior to the commencement of construction of the **main building** on the **site**, the consent holder shall provide to the **Manager** the documentation confirming that the access lane and external car parking to the northern boundary of the **site** (and **main building**) having been vested in **Council** as a 'Service Lane'.

Note:

- *The vesting of the 'Service Lane' should not result in any parcel of land not having legal and physical access to road.*

15. Lot 1 DP 13663, Lot 1 DP 5310, Lot 1 DP 22385, Lot 2 DP 22385, Lot 3 DP 22385, and Lot 3 DP 16426 shall be amalgamated, or otherwise legally held together, in order that all the specified parcels cannot be partitioned off without the prior approval of **Council**, except as to provide for condition 14.
16. At any time prior to the date given in the first notice required under condition 3(a) for demolition works, the consent holder shall provide to the **Manager** the documentation meeting condition 15.

Demolition, Earthworks, and Construction (including NES-CS)

Hour and Days of Work

17. All demolition, earthwork, and external construction works authorised by this consent shall only occur between the hours of 7.30am and 5.00pm Monday to Friday (inclusive).
- a. No works shall be carried out on Saturdays, Sundays, public holidays or between 20 December and 10 January in any year.

Noise

18. At all times all noise from demolition, maintenance, earthworks, and construction work shall comply with and be measured and assessed in accordance with NZS 6803:1999 *Acoustics – Construction Noise*.

Dust

19. The consent holder shall at all times during earthworks and construction works suppress dust and particulate matter to ensure no airborne or deposited dust and particulate matter is deposited beyond the **site** boundaries.

Note:

- *The RC Monitoring and Compliance Officer of the **Council** will determine any non-compliance with this condition on the basis that in their opinion the dust or particulate matter is noxious, offensive or objectionable.*

Demolition

20. No less than 20 working days prior to the commencement of any **site** demolition works, the consent holder shall provide a **DMP** to the **Manager** for certification. The purpose of

the **DMP** is to ensure demolition effects including noise, dust and sediment control, human health, vehicle traffic and vibration are effectively managed.

21. The **DMP** shall be prepared by a suitably qualified expert(s) and address the following (at the minimum):
- a. description of the works, laydown areas, anticipated equipment, and processes;
 - b. measures to ensure those parts of the heritage building(s) to be retained are protected and that conditions 5 to 7 have been met;
 - c. hours of operation and anticipated duration of works;
 - d. methodology for the timing and staging of existing building demolition and associated **site** works;
 - e. measures to manage demolition vehicle traffic and parking;
 - f. details of on-**site** access, turning and manoeuvring for heavy vehicles (if any);
 - g. identification of all possible receptors identified within the **DSI** associated with demolition works, the potential health risks, and the measures to address those risks;
 - h. the location and content of any demolition/health and safety signage proposed;
 - i. erosion and sediment control measures including (but not limited to):
 - i. measures to prevent fugitive dust and windblown sediment beyond the **site** boundary to satisfy condition 19;
 - ii. measures / procedures to manage sediment content in construction stormwater;
 - iii. details of any measures to control mud and detritus from vehicles onto the surrounding road network or adjoining land;
 - j. measures adopted to satisfy condition 17;
 - k. maintenance of local drainage paths from adjoining properties;
 - l. demolition noise control measures, including (but not limited to):
 - i. measures adopted to satisfy condition 18;
 - ii. identification of any sensitive activities where noise criteria or limits apply;
 - iii. mitigation options to be used, and possible alternatives;
 - iv. any protocols to be adopted by demolition equipment operators;
 - m. protocols to be adopted for the discovery of any unrecorded archaeological site;
 - n. contact details for **site** manager;
 - o. measures for communicating with neighbouring landowners and occupants about proposed works prior to works commencing;
 - p. complaints procedures and register; and
 - q. procedures for the monitoring, audit, and review of the **DMP**.

Notes:

- *The **DMP** does not address the uplifting and removal of the concrete floor or fuel tank(s) as these require further investigation upon removal of the surrounding building structure and could require management.*
- *The **Manager** will either certify, or refuse to certify, the **DMP** within 20 working days of receipt.*

- Should the **Manager** refuse to certify the **DMP**, then the **Manager** will provide a letter outlining why certification is refused based on the parameters contained in this condition.
- Provided that the information requirements are addressed by the **DMP**, certification will not be withheld.
- The **Manager** may seek advice from a Certified Environmental Practitioner in respect of the information required by condition 21(g).

Contaminated Site Management and Remedial Action Plans (NES-CS)

22. No less than 20 working days prior to the commencement of the removal of the concrete floor of the **HB Farmers' Garage**, removal of the tank(s) and/or the commencement of any earthworks on the **site** the consent holder shall provide a **CSMP / RAP** to the **Manager** for certification.
 - a. The **CSMP / RAP** shall address the construction phase on the **site**. The objective of the **CSMP / RAP** is to ensure, the protection of the health of any worker, and that ground level demolition, fuel tank removal, excavations, remediation or removal of soil, and construction activities, including dust and sediment control, are undertaken in accordance with this consent and best practice, and effects are effectively managed.
 - b. The **CSMP / RAP** shall be prepared by a suitably qualified expert(s).
23. The **CSMP / RAP** shall address the following (at the minimum):
 - a. description of the works, laydown areas, anticipated equipment, and processes for earthworks and construction;
 - b. hours of operation and anticipated duration of works;
 - c. methodology for the timing and staging of site works and new building construction, in particular earthwork and construction phases;
 - d. excavation protocols and excavation erosion and sediment control measures including (but not limited to);
 - i. measures to prevent fugitive dust and windblown sediment within and beyond the **site** boundary;
 - ii. measures to manage sediment (including silted water) and contaminant content in construction stormwater;
 - iii. details of any measures to control mud and detritus from vehicles onto the surrounding road network or adjoining land;
 - e. the remedial objectives, tank(s) removal protocols, and health and safety protocols, including identification of all possible receptors associated with the uplifting and removal of the concrete floor and fuel tank(s), the potential health risks, and the measures to address those risks;
 - f. unexpected discovery of contamination protocols;
 - g. contaminated soil management procedures and options for remediation;
 - h. contact details for the suitably qualified and experienced land contamination expert appointed to oversee and manage the earthworks;
 - i. measures to manage construction vehicle traffic and parking;

- j. details of on-site access, turning and manoeuvring for heavy vehicles during earthwork and construction phases;
- k. the location and content of any construction signage proposed;
- l. measures adopted to satisfy conditions 17 and 19;
- m. maintenance of local drainage paths from adjoining properties;
- n. construction noise control measures, including (but not limited to):
 - i. measures adopted to satisfy condition 18;
 - ii. identification of any sensitive activities where noise criteria or limits apply;
 - iii. mitigation options to be used, and possible alternatives;
 - iv. any protocols to be adopted by construction equipment operators;
- o. procedures for the management of vibration effects, including (where relevant) measures to operate within the limits set out in German Standard DIN 4150 1999-02 Structural Vibration – Effects of Vibration on Structures;
- p. contact details for **site** manager; and
- q. measures for communicating with neighbouring landowners and occupants about proposed works prior to works commencing;
- r. complaints procedures and register; and
- s. procedures for the monitoring, audit, and review of the **CSMP / RAP**.

Notes:

- The **Manager** will seek advice from a Certified Environmental Practitioner in respect of the technical **NES-CS** matters.
 - The **Manager** will either certify, or refuse to certify, the **CSMP / RAP** within 20 working days of receipt.
 - Should the **Manager** refuse to certify the **CSMP / RAP**, then the **Manager** will provide a letter outlining why certification is refused based on the parameters contained in this condition.
 - Provided that the information requirements are addressed by the **CSMP / RAP**, certification will not be withheld.
24. Should the **Manager** refuse to certify the **DMP** or **CSMP / RAP**, the consent holder shall submit a revised **DMP** and/or **CSMP / RAP** to the **Manager** for certification.
- a. The certification process shall follow the same procedure and requirements as outlined in conditions 20 and 21 or 22 and 23 as relevant.
 - b. No demolition work shall commence on the **site** prior to the **DMP** being certified.
 - c. No earthworks, fuel tank(s) removal, or construction work shall commence prior to the **CSMP / RAP** being certified.
25. Prior to any demolition, soil disturbance, and/or earthworks activities, the consent holder shall ensure that all environmental controls and sediment / erosion measures outlined in the **DMP** and **CSMP / RAP** are in place.
- a. These measures shall be maintained throughout the duration of the demolition, earthworks and construction work phases at the **site**.

26. All demolition, earthworks, disturbance works associated with the remediation or removal of contaminated soils, fuel tank(s) removal, and construction work on the **site** shall be carried out in accordance with the certified **DMP** and **CSMP / RAP** for the works.
27. The **DMP** and **CSMP / RAP** may be amended at any time by the consent holder.
- a. Any amendments to the **DMP** or **CSMP / RAP** shall be submitted by the consent holder to the **Manager** for certification.
 - b. If the amended **DMP** or **CSMP / RAP** are certified, then they become the certified plan for the purposes of conditions 25 and 26.
 - c. Any amendments to the **DMP** or **CSMP / RAP** shall be:
 - i. for the purposes of improving the measures outlined in the **DMP** or **CSMP / RAP** for achieving the **DMP** or **CSMP / RAP** purpose (see conditions 20 and 22); and
 - ii. consistent with the conditions of this resource consent; and
 - iii. prepared by a suitably qualified expert(s).
- Note:**
- Any amendment to the **DMP** and/or **CSMP / RAP** cannot be implemented until certification is received.
28. Any excavated soil, identified by the **CSMP / RAP**, as requiring off-site disposal, is to be removed under controlled conditions to an authorised facility or landfill for disposal in accordance with the requirements of the disposal site and the relevant authority.
29. Within two (2) months of the completion of the site remediation earthworks, the consent holder shall submit a Validation Report to the **Manager**.
30. The validation report required by condition 29 shall:
- a. Be prepared in general accordance with the Contaminated Site Management Guidelines No.1 Guidelines for Reporting on Contaminated Sites in New Zealand, Ministry for the Environment, 2011.
 - b. Include, but not be limited to:
 - i. A summary of the works undertaken;
 - ii. Reports of any complaints and breaches of the procedures set out in the **CSMP / RAP**, or with the conditions of this consent;
 - iii. A summary of any testing undertaken, tabulated analytical results, and interpretation of the results in the context of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**NES-CS**);
 - iv. Volumes of soil and copies of the disposal dockets for the material removed from the site;
 - v. A figure showing the areas where contaminated soil (i.e. above guideline values specified in the **CSMP / RAP**) are left on site; and

- vi. Results of testing of any imported fill material to ensure compliance with the definition of 'cleanfill', as per 'A Guide to the Management of Cleanfills', Ministry for the Environment (2002).
31. If work on **site** is abandoned, the consent holder shall take adequate preventative and remedial measures to control sediment discharge and shall thereafter maintain those measures for so long as is necessary to prevent sediment discharge from the **site**.

Engineering

Pre-Site Works

32. Prior to any **site** works commencing,
- the roles and responsibilities for design and development for the duration of the demolition, earthworks, and construction phases of the development; and
 - the details of the Chartered Engineer who will act as the consent holder's representative for the duration of the development,
- shall be provided to the **Manager**.
33. Prior to any **site** works commencing, other than building demolition, the consent holder shall submit copies of the documentation, detailed design, plans and specifications by a suitably qualified and experienced CPEng Civil Engineer for certification by the **Manager** to satisfy conditions 32, 36 to 39, 43, 45 to 57 and 59.
- All design and works shall be in accordance with **Council's ECOP**.
 - No works shall commence until the plans are certified by **Council's** Development Engineer.
 - All works shall be carried out in strict accordance with the certified engineering plans and information.

Notes:

- Engineering drawings shall contain sufficient detail to clearly illustrate the proposal to enable assessment of compliance with **Council's ECOP**.*
- The information will not be deemed complete unless accompanied by Form 4, as contained within Appendix 62 of the **Hastings District Plan**, signed by a CPEng Civil Engineer certifying that the road, accesses/parking area, stormwater system and overland flow path, wastewater and water systems have been designed in accordance with **Council's ECOP**.*
- One hard copy and one electronic version (PDF) of complete engineering plans (including engineering reports, calculations and specifications) shall be submitted to **Council's** Development Engineer.*
- All drawings submitted shall clearly mark all drains/connections, OFP, road and services as being either public or private.*
- The engineering plans and documents are to be submitted to the developmentengineer@hdc.govt.nz email address and shall include in the subject line RMA20220352 number, property address and what is related for (i.e. EPA approval for)*

- *The engineering plans submitted for approval shall be accompanied by a technical memo specified what is for the application, which condition of RC is related to, supporting documents, roles and responsibilities.*

Post Site Works

34. Prior to occupation of the **main building** and starting the related activities the consent holder shall provide to the **Manager**:
- a) As built drawings (height datum and benchmark specified) and details, including WASABI, **CCTV** for 3 Waters public/private including (detention tanks / depression and any stormwater pre-treatment), road (including any modification), parking, overland flow path, and earthworks.
 - i. The as built and WASABI shall notate and specify clear public/private assets.
 - b) A "Construction review" producer statement issued by the contractor(s) for the services constructed related to the development.
 - c) **CCTV** inspection records (DVD), in accordance with **Council's CCTV** technical specification, for all public/private wastewater mains and all storm water mains and sump leads.
 - d) All Road Assessment and Maintenance Management (RAMM) as-built plans and data for the new road/access works and modification
 - i. This shall be inclusive of kerb lines, cesspits, footpaths, intersection control devices, pavement marking, and if any street lighting, street furniture, street names, speed signage, directional signs, audible/visual signs, landscaping, etc.
 - e) A report from an appropriately qualified and registered electrician certifying that the lights have complied with the relevant safety standards and that they are connected to the network and are operational.
35. An Engineering Completion Certificate certifying that all works have been constructed in accordance with the certified Engineering Plans shall be provided to the **Manager** within 2 (two) months of the first of either:
- a) the completion of the engineering works; and / or
 - b) prior to the occupation of the **main building** and starting the activity.

Earthworks

36. Final design, detailing the earthworks to be carried out, overland flow paths and proposed finished ground levels.
37. The earthworks design / plan shall not include any changes in the existing ground level of the external boundaries of the **site** and shall be produced by a suitably qualified and experienced professional for earthworks.
38. No filling shall take place that will obstruct the overland flow path from higher ground.

39. The consent holder shall submit a sediment control plan by an appropriately qualified person.
- a) The plan shall detail how sediment and erosion controls will be carried out at the site in accordance with current engineering best practice.
 - b) A statement shall be included with the plan stating the author's qualifications and experience in this area.

Note:

- *This condition may be satisfied by the certified **DMP** and **CSMP**.*

40. Earthworks shall be undertaken in a manner which ensures that the land within the **site**, and on adjoining properties, remain stable at all times and the integrity of the existing public drain will not be affected.
41. There shall be no obstruction of access to public footpaths/berms, private properties, public services/utilities, or public reserves resulting from the construction and/or earthworks activities. All materials and equipment shall be stored within the **site's** boundaries.
42. The consent holder shall confirm in writing to the **Manager** that only 'clean fill' shall be imported onsite (i.e. no rubbish, no stumps, no concrete, bricks any no other substance containing; combustible, putrescible, degradable or leachable components, hazardous substances, products or materials derived from hazardous waste treatment, hazardous waste stabilisation or hazardous waste disposal practices, medical and veterinary waste, asbestos or radioactive substances or liquid waste).

Note: *Imported 'clean fill' will also need to comply with the relevant standards in the **NES-CS**.*

Public Drains

43. All public drains located on private property shall be protected by an easement in gross in favour of **Council** and the dimensions of the easement shall be detailed on the plan.
44. Prior to the occupation of the **main building** and starting the activity the consent holder shall provide to the **Manger** documentation of legally satisfying creation of the easements required by condition 43.

Servicing

45. The development must be supplied with connections to the following drainage in accordance with the Engineering Servicing Report ref# J22172-6 by Infir dated 16 December 2022:
- a) A public sewer connection located on King Street;
 - b) A public storm water connection located on King Street;
 - c) A water supply connection to the water main for potable and the new connection is to include a manifold fitted with suitable commercial water meter; and

- c) A water supply connection, system and access for firefighting purpose in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008. The new connection is to include a RPZ back flow preventer.

Notes:

- *Firefighting capacity – There is adequate capacity in the existing network to meet only the FW2 requirements stated from the Fire Hydrants.*
- *A service connection approval will be required, and need to be obtained from **Council**, for any new connection to the public infrastructure system, prior to application for a building consent or connection to any public network.*
- *The connection application form including lodgement and fees can be found at the following **Council** website: For New service connection application guidance refer to: <https://www.hastingsdc.govt.nz/index.php/services/water/water-service-connections/>*

46. All works on the existing public three waters networks must be carried out by a **Council** approved contractor.
47. The development must be supplied with an underground connection to power.

Stormwater Management

48. Stormwater reticulation shall include:
- a) Detailed stormwater report and calculation;
 - b) Quality control treatment if required;
 - **Note:** *An Approved Stormwater Controlled Discharge Consent may be required*
 - c) Detail design of attenuation tank for the roof runoff mitigation which shall include in line leaf and debris diverters;
 - d) Detention / attenuation tank specification and maintenance program;
 - e) Detail design of attenuation tank / depression for the impermeable mitigation;
 - f) Any existing stormwater connections/kerb which will be reused;
 - g) All the existing stormwater connections / kerb which will be abandoned and capped off; and
 - h) Overland flow paths.
49. The stormwater discharge from the development shall not exceed the pre-development level.
50. The **main building** shall have the stormwater roof runoff discharged via an attenuation tank of a minimum of 15m³ (15000 litre) prior discharging into public stormwater system.
51. The impermeable area on this development shall have the stormwater runoff discharge via an attenuation tank / depression of a min 1.2m³ (1200 litre) prior discharging into public stormwater system.

Water supply

52. Water Reticulation design shall include:
- a) Connections shall be fitted with an RPZ testable back flow preventer and include manifold fitted with suitable commercial water meter located outside the boundary;
 - b) Any existing water connections which will be reused; and
 - c) Any existing water connections which will be abandoned and capped off;

Wastewater

53. Wastewater reticulation design shall include:
- a) Detailed wastewater analysis and/or modelling report demonstrating there is sufficient capacity;
 - b) Detailed alternative design of localised network upgrades should wastewater analysis and/or modelling demonstrate localised network upgrades are required;
 - c) Construction methodology which includes full detail of the installation of the new diversion of wastewater 150 mm pipe and earthwork/construction within zone of influence to existing and new wastewater public pipes;
 - d) Detail of building/construction within zone of influence of existing and proposed wastewater public pipes;
 - e) Contingency plan;
 - **Note:** *The details of that contingency plan will need to be agreed prior to earthwork and construction.*
 - f) Preconstruction **CCTV** and condition report of the existing public wastewater pipe located within the site; and
 - g) Any existing wastewater connections which will be reused shall be demonstrate that are fit for purpose and in good condition.

Notes:

- *If any agreement with Council's Asset Manager related to the design and/or construction of the Council wastewater pipe or any required remediation or replacement of the existing 150mm diameter wastewater public pipe located within the site will be in place at the time of Engineering design plan application a copy of the agreement and full detail design, calculation and related documents shall be provided with the Engineering design application.*

Vehicle Crossing, Parking, Loading, and Manoeuvring

54. Access and parking shall include:
- a) Construction detail, specification, and maintenance program for any permeable paving – proposed;
 - b) All parking spaces, access and manoeuvring areas shall be of a sufficient size and layout to accommodate a 'passenger vehicle' as defined in the "Austroads Design Vehicles and Turning Path Templates Guide" AP-G34-13, Austroads, 2013 – (refer to Appendix 72 of the Hastings District Plan for the dimensions of this vehicle);

- c) Parking areas, together with access and turning space, shall be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either onto or off a street; and
 - d) There shall be illumination of access drives and internal pedestrian areas within the carparks to allow for safe use of the parking areas during the hours of darkness to users. Such illumination shall be shaded and directed away from adjoining roads and shall be less than 8 lux spill measured at a height of 1.5m above the ground at the boundary of the site.
55. Vehicle crossing(s) design shall include:
- a) Detailed design of the interface between the access way and the footpath at the Queen Street West crossing and may include visual and / or audible alarms, traffic calming measures, signage and differential pavement treatment.
 - **Note:** *The design will require approval by Council's Transportation Manager.*
 - b) A copy of the approved Corridor Access Request, complete with Traffic Management Plan.
56. Street and access design shall include:
- a) Street lighting and other structures/facilities on the roads/accesses to be vested in **Council** (including traffic calming devices, tree pits, pot planting, if any stormwater devices and safety measurements, marking and street signs, etc.).
 - b) Detail of any visual signs and traffic management measures be provided to reduce vehicle speeds when exiting the site. Any design at the driveway / footpath interface should be such that pedestrians clearly have priority.
 - c) Design and details of any fences / retaining walls and other structures.
57. Prior to occupation of the **main building** and starting the related activities the:
- a) accesses and manoeuvring areas with permeable paving shall be constructed in accordance with Auckland Council Guideline Document GD2017/001, C2 Pervious Pavements and approved plans; and thereafter maintained to ensure the free flow of stormwater through the paving to the satisfaction of the **Manager**.
 - b) access / car park area for the development shall be constructed with stormwater control, in compliance with **Council's ECOP**.
 - c) existing vehicle crossing on Queen Street West shall be provided for access to the site. The vehicle crossing shall be structurally constructed in accordance with **Council's ECOP** – detail C19 and the layout approved under vehicle crossing application.
 - **Note:** *The layout will be required to be approved prior to commencement of construction under a vehicle crossing application to Council.*
58. Any redundant vehicle crossing shall be reinstated at berm in accordance with **Council's ECOP**.

Notes:

- For vehicle crossing guidance refer to: <https://www.hastingsdc.govt.nz/services/roads-and-streets/vehicle-crossings/>
- That all work within the road reserve shall be undertaken by a contractor being pre-approved by **Council** to work within the public road reserve.
- The distance between the vehicle crossing and a storm water connection to the kerb and channel with the kerb outlet being positioned to a minimum of 1.0 m clear of any vehicle crossing.
- The distance between the vehicle crossing and a power pole/power box/streetlight being positioned to a minimum of 1metre clear of any vehicle crossing.

59. All damage to the footpath, kerb or any other roading assets resulting from the re-development of the **site** shall be repaired.

Notes:

- The reinstatement works will be at the consent holder's expense.
- All works within the boundaries of the legal road will need to be undertaken by a contractor being pre-approved by **Council** to work within the road reserve.
- All works within the boundaries of the legal road will require an inspection by an officer of the Asset Management Division of **Council** prior to backfilling or covering over, including the formation prior to pouring of concrete.

Public Park & Greenspace Landscaping, Fencing and Paving

60. Prior to the construction of the public park/greenspace area and associated walls/fencing and paving, the consent hold shall submit to the **Manager** for certification a detailed design for the construction of the Public Park/Greenspace Plan.
61. The Public Park/Greenspace Plan shall be prepared by a suitably qualified expert(s) and address the following (at the minimum):
- a. Landscape planting, including the species types, numbers, sizes and locations of planting;
 - b. Expression of the pre-1867 natural environment through use of stormwater gardens and capturing water for an urban wetland environment;
 - c. Walls and fencing around the perimeter of the park/greenspace;
 - d. Final installation details for re-use of steel roof trusses from the **HB Farmers' Garage**, including dimensions of new members (e.g. posts and beams), and detail of junctions and connections;
 - e. Pavement pattern (which shall be representative of the traditional pre-1867 footpaths through the wetlands that originally existed in the area of the **site**);
 - f. Type and location of interpretative material that will be incorporated into the design of the park/greenspace to inform the public of the architectural and social history of the site, including the history of the **HB Farmers' Garage** and the design rationale for the 'ghost' frame used to strengthen the retained façade of the building; and
 - g. Type and location of lighting to be provided within the park/greenspace.

Notes:

- The **Manager** will either certify, or refuse to certify, the Public Park/Greenspace Plan within 20 working days of receipt.
- Should the **Manager** refuse to certify the Public Park/Greenspace Plan, then the **Manager** will provide a letter outlining why certification is refused based on the parameters contained in this condition.
- Provided that the information requirements are addressed by the Public Park/Greenspace Plan, certification will not be withheld.

62. The **site** shall be constructed and landscaped in accordance with the certified Public Park/Greenspace Plan.
63. Within 20 working days of the establishment of the landscaping, the consent holder shall submit a completion certificate demonstrating compliance with this condition to the **Manager**.
 - a. The completion certificate shall be prepared and signed by a suitably qualified expert.
64. The consent holder shall ensure that all landscaping within the park/greenspace is maintained (including, but not limited to weeding, mowing, pruning, and watering) on a regular and as-needed basis so as to ensure the successful implementation of the certified Public Park/Greenspace Plan.
65. Any plant specimens that are removed, die or become damaged, or are defective within 5 years of implementation of the approved Public Park/Greenspace Plan shall be replaced with specimens of a similar size and species as originally proposed to ensure successful implementation of the landscaped areas.
66. The landscaping shall be maintained by the consent holder for the life of this consent. Any dead, diseased or damaged landscaping shall be replaced within the next planting season with vegetation of the same or similar species as shown on the certified **LMP**.
67. The Public Park/Greenspace Plan may be amended at any time by the consent holder.
 - a. Any amendments shall be submitted by the consent holder to the **Manager** for certification.
 - b. If the amended Public Park/Greenspace Plan is certified, then it becomes the certified plan for the purposes of conditions 62 to 66.
 - c. Any amendments to the Public Park/Greenspace Plan shall be:
 - i. consistent with the conditions of this resource consent; and
 - ii. prepared by a suitably qualified expert or experts.

Monitoring and Review

68. The consent holder shall pay **Council** engineering and compliance fees for plan approvals, **site** inspections and consent compliance monitoring, plus any further

monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent.

Notes:

- A monitoring deposit of \$200 (including GST) will be payable to cover the reasonable costs of monitoring compliance with the conditions of the consent in accordance with **Council's** schedule of charges.
- Refer to **Council's** current schedule of Building and Planning fees for guidance on the current rate chargeable.
- In the event of non-compliance being detected by monitoring or justified complaint and/or the costs of monitoring consent exceeding the deposit, the costs to **Council** of any additional monitoring will be recovered from the consent holder in accordance with **Council's** advertised schedule of fees.

69. The conditions of this consent may be reviewed by **Council** pursuant to Section 128 of the Resource Management Act 1991 by the giving of notice pursuant to Section 129 of the Resource Management Act 1991 (with the reasonable costs of the review process being borne by the consent holder) on the anniversary of commencement of consent.

a. The purpose of the review may be for any of the following purposes:

- To respond to any adverse effect on the environment which may or may potentially arise from the exercise of this consent and which was not apparent at the time of the grant of this consent. The effects include (but are not limited to) those that may arise in relation to noise and traffic effects;
- To require the consent holder to adopt the best practicable option to mitigate any adverse effect on the environment; and
- To ensure that the conditions are effective and appropriate in managing the effects of the activities authorised by this consent

Advice notes

- Please note that a resource consent is not a consent to build and does not constitute building consent approval. A building consent must be issued prior to any building work being undertaken. A separate application is required for a building consent if any earth-retaining structure is intended as part of this work and the wall is higher than 1.5 metres or is subject to surcharging.
- It is the consent holder's responsibility to comply with any conditions imposed on this resource consent prior to and during (as applicable) exercising this resource consent.
- All costs arising from any of the above conditions shall be borne by the consent holder, pursuant to Section 36 of the **RMA**.
- Under Section 125 of the **RMA**, this resource consent will lapse in five years, unless it is given effect to within that time.
- The consent holder is responsible for ensuring all works meet, or the necessary resource consents are obtained from Hawke's Bay Regional Council in respect of, the Hawke's Bay Regional Resource Management Plan.
- The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere

Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety in Employment Act 1992), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval.

- *Works within the legal road will require a Corridor Access Request (CAR)*
- *As advised by the consent holder, an approved Archaeological Authority from Heritage New Zealand Pouhere Taonga will be required under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) to modify or destroy archaeological sites prior to the commencement of site works.*

ATTACHMENT 7

21 March 2023

[0]



enhance the heritage value of the Hastings CBD.

HA05 The retention, within their natural life span, of trees or groups of trees which have outstanding heritage value to the District's residents and visitors.

HA06 Greater public awareness of heritage within the District.

18.1.3 OBJECTIVES AND POLICIES

18.1.3.1 Heritage Items

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

HO1
Relates to Outcome HAO1

POLICY *Identify and classify Heritage Items in the District according to their relative importance.*

HP1

Explanation

Heritage Items may be identified for their aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological or traditional significance or value. They may also be identified for their group and setting significance, landmark significance or design significance. The District Plan defines a hierarchy of Heritage Items in order to align levels of protection with levels of classification so that important items are preserved. The Heritage New Zealand Pouhere Taonga identification and classification method is adopted. This method identifies two categories of historic places:

Category I - places of special or outstanding historical or cultural heritage significance or value.

Category II - places of historical or cultural heritage significance or value.

Schedule 1 identifies Heritage Items (Places, Buildings, and Objects) and Schedule 2 identifies Historic Areas. Many of the items are from the New Zealand Heritage list/Rārangī Kōrero. Schedule 1 also identifies items that are associated with the Te Mata Special Character Zone. These are buildings that have heritage value intrinsic to the special character of the area.

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

HP2

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 Ho promote the continued use of recognised heritage buildings in the HO2 District where this encourages their retention, restoration and maintenance.

Relates to
Outcomes
HAO2 and
HAO3

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 are aimed at building owners to make them aware of how they can work with the building when undertaking renovations. 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 a 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 preservation by property owners.

POLICY HP6 *Encourage the use of non-regulatory incentives and assistance to facilitate the restoration and conservation of recognised Heritage Items.*

Explanation

In addition to regulatory controls, the District Plan recognises that positive protection can be achieved by providing incentives for landowners to appreciate and protect the special character of buildings or items on specific sites.

OBJECTIVE HO3 *To protect historic areas in the Hastings CBD which contribute to the heritage character of the area.*

Relates to Outcome HAO4

POLICY HP7 *Identify historic areas in the Hastings CBD for their protection.*

Explanation

Whilst individual buildings are identified and classified in the District Plan, it is important to recognise that these buildings sometimes make up a group of buildings that provide heritage value to the street. Examples are Russell Street and Queen Street East. These areas need to be protected such that ad hoc development in these areas does not occur to the detriment of that streetscape and its identified character.

Russell Street Historic Area

Architectural Value: Russell Streets North and South are defined on their south sides by a sequence of eight distinguished buildings, five of which are included in the District Plan Heritage Items register; one is registered as Category I and four others are registered as Category II. The registrations recognise the buildings as having a high level of heritage value at a regional and national level. All the buildings are included in the Central Character Precinct and as individual listings in the Hastings Heritage Inventory.

Standing alone, most of the buildings would command attention for their assured architectural design (the majority in the Spanish Mission or Stripped Classical styles); taken as a group, with no discordant elements, the architectural value of the ensemble is very high indeed. All were built in the 15 years between 1924 and 1939, and they remain today in relatively unmodified form, so that they encapsulate the architectural styles of the inter-war period and of the rebuilt Hastings in a very vivid manner.

Some of the buildings are the work of important architects, including Albert Garnett and Harold Davies, two very important regional architects; also Swan and Lavelle, Edmund Anscombe, and the Government Architect J T Mair, the latter two in particular with national reputations.

Historic Value: The Street is like several in the city in having a balance of buildings from before and after the 1931 earthquake, but its history of Government ownership and railway use is unique in the city. This affected its pre-earthquake development in a very fundamental way, with early development restrained by short-term Government leases, although there is little evidence of this in the built form of the Street today.

The Street stands out in commercial importance because of its pivotal location at the heart of the Hastings CBD. From the beginning the Street has played an important role in the commercial life of the City, with a predominance of uses (through to the present day) relating to retailing. The

Street provides the main 'cross-over' point for the railway line that bisects the city, linking the two parts of the City's commercial heart. Most Hastings people are familiar with the Street for having shopped or transacted business there, especially because of the presence of Westerman's - a department store with a reputation for quality that extended well beyond Hastings. It is also familiar as the main pedestrian 'cross-over' point for the railway line that bisects the city.

Aesthetic Value: The buildings of these two blocks of Russell Street make up one of the finest streetscapes in the Hastings CBD. The consistent scale of the buildings (none are more than 2 storeys high); the compatibility of style between the buildings, and the visual interest of their decorative features all lead to an unusually unified and coherent townscape.

The open nature of the west side of the Street, that has allowed planting and landscaping on a generous scale, means that a full appreciation of the townscape quality of the east side is possible since, unusually in the City, one can stand well back from the buildings. They are well oriented to the afternoon sun, the shadows of which enliven the decorative and three-dimensional quality of the facades of the buildings.

The Street stands comfortably with the adjacent blocks of Heretaunga Street East and Queen Street East, which share many of the townscape qualities of Russell Street. In addition, Heretaunga Street East shares the original (and generally present-day) use of the buildings in retailing, so that the immediate environs are supportive of the aesthetic qualities of Russell Street. The clock tower, too, adds to the visual quality of the area, emphasising the place as a focal point in the city.

Elements of Architectural Importance: The whole of the Street elevations of all the buildings, in terms of form and detail, contribute to the architectural, historic, aesthetic and streetscape values of the area.

Queen Street East Historic Area

Architectural Value: Queen Street East between Russell Street North and Karamu Road North boasts a number of distinguished buildings. Standing alone they would each command attention for their dignity, their assured architectural compositions (many in the Stripped Classical tradition), and the visual interest of their details. Taken as a group these attributes are enhanced so that the architectural value of the ensemble is very high indeed. Some of the buildings are the work of nationally and regionally important architects, including Stanley Fearn; Government Architect J T Mair; Rush and James, the well-known local practice of Davies Garnett and Phillips, and also buildings by Alfred Garnett on his own.

Historical Value: Queen Street East encapsulates the story of growth and change in Hastings, from the earliest years of the 20th Century through to the late 1930s, and (as evidenced by only small scale change) on to the present day. The Street has played an important role in the commercial life of the city, with a predominance of uses relating to law, finance and commerce rather than retailing. Many Hastings people will be familiar with the Street for having worked or enacted business there. The Street is unusual in the City in having a balance of buildings that pre-date the 1931 earthquake, that were repaired and modified directly after the earthquake, or that were demolished and rebuilt during the 1930s, so that the consequences of the earthquake are well illustrated by understanding the story of this Street.

Aesthetic Value: The buildings of Queen Street East constitute one of the finest streetscapes in the Hastings CBD. The consistent scale of the buildings (no more than 2 storeys high); the compatibility of style between the buildings, many of which are in a Stripped Classical tradition, and the visual interest of their decorative features all lead to an unusually unified and coherent townscape. The original (and generally present-day) uses of the buildings in the realms of finance, banking, insurance, legal and professional offices, and the consequent absence of retail frontages and verandahs, makes the Street stand out in the CBD as one of special purpose, standing visually distinct from neighbouring streets but in harmony with them.

Elements of Architectural Importance: The form and detail of the front elevations of all buildings included in the Hastings Heritage Inventory contribute to the architectural, historic, aesthetic and streetscape significance of this portion of Queen Street East.

OBJECTIVE encourage the upgrade of heritage buildings where there is an identified safety risk.

HO4
*Relates to
Outcome
HAO2 and
HAO3*

POLICY 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.

HP8
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 heritage 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 alterations as distinct from general amenity-related alterations and repairs and maintenance. These provisions will also enhance integration between the RMA and the Council's Earthquake-Prone Buildings Policy prepared under the Building Act 2004.

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

HO5

Relates to Outcome HAO1

POLICY Identify sites of potential archaeological significance to ensure that the value of these sites continues to be protected.

HP9

Explanation

Recorded archaeological sites are mapped by the New Zealand Archaeological Association (NZAA), and this data is available to the public on the Council's GIS system. Recorded archaeological sites are also mapped on the District Plan Maps. The Heritage New Zealand Pouhere Taonga Act 2014 (HNZ Act) protects all archaeological sites regardless of whether or not they have been recorded by NZAA and regardless of whether they are included in the District Plan by way of schedule or mapped on the District Plan Maps. An Archaeological site includes any place that is associated with human activity prior to 1900 or that could provide evidence relating to the history of New Zealand through research and investigation. Under the HNZ Act it is an offence to modify, disturb, or destroy an archaeological site without an archaeological authority from HNZ. The HNZ Act contains penalties for unauthorised damage to archaeological sites. Any proposal to undertake works involving a Heritage Item should address the potential to disturb archaeological sites, including where subdivision or earthworks are to be carried out. This may require an archaeological assessment to be carried out by an experienced archaeologist.

At the least, any Resource Consent for work on a Heritage Item listed in this District Plan must show that the applicant has checked with Heritage New Zealand Pouhere Taonga as to whether any archaeological sites are registered, and also checked the NZAA's records to determine if there are any recorded archaeological sites on the subject land or in the vicinity of the subject land. Council's GIS database should also be checked

Council seeks to promote a precautionary approach to development and

activity on properties with recorded archaeological sites. The Council will work in tandem with Heritage New Zealand Pouhere Taonga in relation to any archaeological authority processes required and will notify Heritage New Zealand Pouhere Taonga upon receipt of proposals for work in the vicinity of recorded archaeological sites.

Archaeological conditions and/or advice notes (as appropriate) will be placed on resource consents and/or building consents granted for development or activity on properties where known archaeological sites exist. Such conditions or advice notes would set out the protocol to be followed to minimise effects on any recorded archaeological sites or in cases where unidentified archaeological sites are discovered, standard protocols in respect of accidental discovery of archaeological sites.

Through these methods the management of any effects of activities or development on the archaeology of the District can be mitigated in consultation with HNZ, landowners and developers.

18.1.3.2 Notable Trees

OBJECTIVE **HO6** To protect trees which make an outstanding contribution to the District's amenity and/or heritage.

Relates to Outcome HAO5

POLICY **HP10** *Identify trees that make an outstanding contribution to the District's amenity and/or heritage.*

Explanation

Trees that are deemed to have outstanding heritage and/or amenity value are identified in the List of Outstanding Trees (refer Appendix 52). These trees have been identified as having unique heritage value and warrant special protection because of their historic importance, botanical rarity, importance as a significant landscape feature, size, age, form and condition, or functional value. The List of Outstanding Trees includes those trees in Havelock North identified in the previous District Plan; and trees in the remainder of the Hastings District, as identified through the Notable Trees Registration Scheme co-ordinated by the Royal New Zealand Institute of Horticulture. The Standard Tree Evaluation Method (STEM) will be used to evaluate whether other trees will be added to the List of Outstanding Trees (i.e.: those assessed to be of District/Regional or National significance) using the following benchmarks:

EMAO9 The water quality and life-supporting capacity of the Heretaunga Plains Unconfined Aquifer is safeguarded.

EMAO10 There are no adverse visual effects from large scale earthworks within the District's Outstanding Landscapes.

27.1.3 OBJECTIVES AND POLICIES

OBJECTIVE To enable earthworks within the Hastings District while ensuring that

EMO1 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.

Relates to Outcome
EMAO1,
EMAO2,
EMAO3
and
EMAO4

OBJECTIVE To ensure that investigations into the Hastings District's mineral

EMO2 resources, and their utilisation, occur in such a manner that the life-supporting capacity of air, water, soil and ecosystems is safeguarded and that adverse effects on the environment are avoided, remedied or mitigated.

Relates to Outcome
EMAO5,
EMAO6

POLICY *Require the repasture or revegetation of land where vegetation is cleared in association with earthworks, prospecting and extraction of aggregates or other minerals.*

Relates to Objective
EMO1

Explanation

Where vegetation clearance occurs, except where a pavement or permitted building is constructed, disturbed areas will be required to be repastured or revegetated in plant species which are in harmony with those existing in the area to avoid the risk of soil erosion, and to ensure that the life-supporting capacity of the soil is safeguarded. It will also help to ensure that adverse effects on the character and visual amenity of the area are avoided.

POLICY *To avoid duplication in regulation by District Plan Rules and Standards where earthworks activities are already subject to regulatory assessment.*

Relates to Objective
EMO1

Explanation

Subdivision and Land Development and Designation Sections of the District Plan and the Building Act 2004 have their own control regarding the controls

and safety of Earthworks. Such assessments are more specific for the associated activities. Where possible, the District Plan aims to reduce duplications in regulatory control.

POLICY EMP3 *Protection of productive soils within the District from large-scale stripping, stockpiling, alteration and removal to ensure the land can still support a range of productive land uses.*

Relates to Objective

EMO1 and Explanation

EMO2

Areas in Hastings District are widely regarded for having highly productive soils. Where possible such soils, particularly topsoils, should be protected from stripping, stockpile and removal off-site. Any alteration to such soils will generally decrease the productivity of fertile soils. Where alterations to productive soils occur, all efforts should be undertaken to rehabilitate the land to a productive state.

POLICY EMP4 *Allow earthworks and the prospecting of minerals where the adverse effects on the environment will be minor.*

Relates to Objective

EMO1 and Explanation

EMO2

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.*

Relates to Objective

EMO1 and

EMO2

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.

POLICY EMP6 *Allow for specific activities such as forestry to be exempt from the rules and standards for earthworks and mining, where large scale earthworks are known to be essential to the continued operation of the activity, and the effects on the environment are likely to be minor.*

Relates to Objective

EMO1

Explanation
Specific Activities are known to require large scale earthmoving to ensure day to day operation of their activities. Many of these activities are governed

by their own industry Code of Practice. Where activities are likely to constantly breach earthworks standards and terms, but is generally expected to be anticipated by the general public, exemption from earthworks provisions may be afforded.

POLICY EMP7 *Recognise the importance of river based gravel extraction for river and flood management purposes and the concurrent need for gravel supplies to be conveniently located and be of appropriate quality.*

Relates to Objective

EMO2

Explanation

In the interests of sustainably managing rivers, it is appropriate that extraction of river based gravel resources be enabled where appropriate. It is however recognised that market demand will ultimately influence whether gravel extractors will wish to utilise available river based resources or not. The need for aggregate supplies to be located within a reasonable distance from centres of population and points of use and the quality of the aggregate supply to meet the economic needs of the community are also matters that must be balanced in recognising the importance of river based gravel extraction.

POLICY EMP8 *Prevent exploration or mining activities in areas where adverse effects on the environment cannot be avoided, remedied, or mitigated.*

Relates to Objective

EMO2

Explanation

In assessing proposals, consideration will be given to whether they will result in permanent or irreversible damage to the environment, or whether the site can be reinstated so that it will be capable of supporting other land use activities.

OBJECTIVE EMO3 *The water quality and life supporting capacity of the Heretaunga Plains Unconfined Aquifer Water Resource is not compromised by the effects of land use activities occurring over it, including activities associated with the extraction of oil and gas.*

Relates to Outcome

EMAO9

POLICY EMP9 *Prohibit oil and gas extraction activities, including all associated structures and substances, whose effects have the potential to cause irrevocable damage to the Heretaunga Plains Unconfined Aquifer*

Relates to Objective

EMO3

Explanation

Oil and Gas extraction activities have the potential to create catastrophic effects to the Hawke's Bay water supply if there were to be a well leak or blowout above the unconfined aquifer. Contaminants from any accident could potentially leach through the soil and into the aquifer system.

POLICY EMP10 *Control exploration and mining activities (excluding oil and gas extraction) on land located over the Heretaunga Plains unconfined aquifer, to ensure the protection of the potability of the underlying water resource.*

Relates to Objective

EMO3 Explanation
Exploration and mining activities are recognised as having the potential to permanently threaten the quality of the Heretaunga Plains unconfined aquifer. The depth of any excavations in this area will need to be limited to ensure that the water table is protected. Applications for Resource Consents for exploration or mining activities will also be required to demonstrate that the land can be rehabilitated to ensure that it will support a range of productive land use activities.

OBJECTIVE EMO4 **to enable the efficient and economic use and extraction of the District's mineral resources to be protected from reverse sensitivity effects of potentially conflicting future land use development, in order to contribute to the social and economic wellbeing of Hastings District.**

Relates to Outcome
EMA05,
EMA07,
EMA08

POLICY EMP11 *Ensure future settlement strategies and proposals take into account the location of known mineral resources.*

Relates to Objective
EMO3

Explanation
The mineral extraction industry is seen as an important part of the Hastings District economy. In order to meet international, national and District demands for such resources, they need to be protected from reverse sensitivity issues caused by residential development. Future residential activities need to be located away from existing mineral extraction operations to protect the interests of both local communities and mineral reliant industries.

POLICY EMP12 *Provide for the needs of landowners to extract small quantities of aggregates or minerals for use on their sites.*

Relates to Objective
EMO3

Explanation
It is recognised that landowners in all zones may need to extract small quantities of aggregates or minerals from their properties for uses ancillary to Permitted Activities on their properties.

OBJECTIVE EMO5 **to ensure that earthworks and mineral extraction do not compromise outstanding natural features, historic heritage and cultural heritage**

Relates to **features (including archaeological sites).**

Outcome

EMAO10

POLICY EMP13 *Permanent visual scars resulting from earthworks and mineral extraction will be restricted on identified Outstanding Natural Landscapes throughout the District.*

Relates to Objective

EMO4

Explanation

The impact of earthwork activities on the Outstanding Landscapes and Natural Features identified in Appendix 43 will vary depending on both the ability of the activity to integrate into the receiving landscape and the sensitivity of that landscape.

POLICY EMP14 *Historic Heritage Features will be protected from the effects of earthworks and mining activities.*

Relates to Objective

EMO4

Explanation

Prevention measures are required to ensure historic heritage sites are not destroyed by earthworks and mineral extraction activities. While controls can be created around known historic heritage areas, land disturbance and vegetation clearance can often unveil archaeological and cultural heritage sites/remains. If any new archaeological sites are located, particular care must be undertaken to protect the heritage items and notify Heritage New Zealand Pouhere Taonga.

27.1.4 METHODS

The Anticipated Environmental Outcomes set out in Section 27.1.2 will be achieved and the Objectives and Policies set out in Section 27.1.3 will be implemented through the following Methods:

Hastings District Plan Wāhi Taonga DWA (Section 16.1): Includes Rules to recognise and protect wāhi taonga sites from the effects of earthworks.

Network Utilities DWA (Section 22.1): Includes Performance Standards relating to the disturbance of land and vegetation by earthworks.

Heritage Items and Notable Trees (Section 18.1): This section contains provisions relating to the identification and protection of Heritage Items, including provisions for earthworks.

Subdivision and Land Development (Section 30.1): Includes Performance Criteria for setting conditions for earthworks on subdivisions.

25.1 NOISE

25.1.1 INTRODUCTION

Noise ranks highly on the list of environmental pollutants and is an increasing matter to which communities must have regard. If the emission of noise from the various land use and transportation activities is not controlled, this is likely to result in long term adverse effects on the acoustic environment and the amenity of individual properties, localities, and the wider District. The acoustic environment of the Hastings District varies from the low background noise levels in the rural areas of the District where there is little sound generated by human activity, to areas of significant Residential, Commercial and Industrial activities where noise levels are elevated.

As with many other districts, the noise climate in Hastings is dominated by two main environmental noise sources - road traffic and industrial and commercial activity which include agricultural and horticultural activities in the rural and plains areas can generate noise at various times of day and night. Such noise is consistent with the rural character of the rural and plains production zones and should be anticipated in these areas. Generally speaking, the noise level drops as one moves away from these noise sources.

Industrial areas which generate, or have the potential to generate, significant noise include Omaha Road, Tomoana, Whakatu, Karamu, King Street (Wattie's) and Whirinaki. Some industry in these areas operate for a part of the night or on a continuous basis which impacts markedly on the night-time background noise levels which are otherwise fairly low.

Road traffic noise dominates the inner city area and also, but to a lesser extent, smaller townships, and there are also a number of major routes through the District which impact on adjacent areas, particularly residential. These routes include Omaha Road, Havelock Road, Pakowhai Road, Maraekakaho Road, and Karamu Road.

Long term planning measures are crucial to avoid the exposure of residents to unacceptable levels of aircraft noise. Not only will this protect residential amenity, but will ensure that Bridge Pa Aerodrome can develop without unreasonable restrictions on aircraft movements.

The varying noise levels which exist in the Hastings District do give rise to the potential for conflict where, for instance, activities and residential areas adjoin one another and expectations for what is an acceptable acoustic environment are at variance. Consideration should be given to the need for effective sound insulation for new dwellings and existing dwellings undergoing renovations to protect the occupants from high background noise levels.

The purpose of the District Plan is to provide a regime in which the management of noise generation is made possible in order to protect the amenity of the community, as well as enabling those activities which have noise associated with them to operate in a practical environment.

25.1.2 ANTICIPATED OUTCOMES

It is anticipated that the following Outcomes will be achieved:

- NSA01** The exposure of residents to unacceptable levels of noise will be avoided.
- NSA02** Sufficient flexibility for activities in Industrial and Commercial Zones will be provided while the amenity of the surrounding Rural and Residential Zones will not be adversely affected.
- NSA03** Inherently noisy crop protection devices in Rural Zones will be separated from residential activities or operated in a manner that does not compromise the health of neighbouring residents.
- NSA04** Noise producing activities will be able to take place without undue restriction in appropriately zoned areas.
- NSA05** An environment where over time noise sensitive activities are protected from excessive noise through appropriate levels of acoustic insulation.

25.1.3 OBJECTIVES AND POLICIES

OBJECTIVE To manage the emission and mitigate the adverse effects of noise so as to
NSO1 maintain or enhance the acoustic environment

OBJECTIVE To ensure the adverse effects of noise do not unreasonably affect
NSO2 people's health.

POLICY Control the emission levels of noise throughout the District, based on existing
NSP1 ambient noise and accepted standards for noise generation and receipt.

Explanation

Item 2 Notified Resource Consent Application For Proposed Medium Density Residential Living in the Hastings Central Commercial Zone - 206 Queen Street West, Hastings (RMA20220352)

Plan Objectives and Policies

Attachment 22
Operative: 01/09/2022

25.1 Noise

Different parts of the District have differing background noise levels which reflects the range of activities carried out in them. The District Plan will identify current accepted noise levels and include Rules that establish appropriate noise levels for each Zone, and activities at Zone interfaces

POLICY NSP2 *Manage the interface of different land use zones to protect the aural environment of residential and other less noisy areas of the District.*

Explanation

Different land use activities generate different levels of noise. Management of the interface of the different zones is important in order to ensure that noise does not intrude into quieter areas and that, within the boundary of each zone, noise levels meet accepted minimum standards for the receiving environment.

POLICY NSP3 *Provide for areas where activities which generate higher levels of noise can operate effectively.*

Explanation

Noisy industrial and similar activities need to operate in appropriate locations of higher background noise level where the impact of such noise on the environment and its potential to cause adverse noise effects will be lessened.

POLICY NSP4 *Manage the emission of noise associated with agricultural, viticultural and horticultural activities so that the operation of noise equipment, and in particular crop protection equipment, is provided for while avoiding the generation of unnecessary or unreasonably high noise levels.*

Explanation

Some agricultural, horticultural and viticultural activities are inherently noisy and can have considerable impact in otherwise quiet rural environments. However many are seasonal or occur infrequently and only in adverse weather conditions. These occurrences can result in conflicting expectations in regard to the acoustic environment between non-farming, rural residential and agricultural operators. Such noise should be minimised but not to the extent of preventing the operation of accepted agricultural, viticultural and horticultural activities.

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.

POLICY NSP6 *Provide for noisy activities of limited duration and frequency which are of importance to the community, subject to appropriate controls.*

Explanation

Some activities such as construction, outdoor concerts, emergency service facility sirens and certain agricultural, viticultural and horticultural operations are inherently noisy but are of a temporary nature and therefore more tolerable than activities which generate noise continuously.

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 NSP7 *Manage noise from the road network to ensure the community is not exposed to unacceptable levels of road traffic noise.*

Explanation

Road traffic is a predominant source of noise in the community and impacts to some extent on almost all residents of the District. Major roads which have significant impact include Havelock Road, Omahu Road, Pakowhai Road, Maraekakaho Road, Heretaunga Street and Karamu Road. Land use activities alongside existing and future major roads capable of carrying large traffic volumes such as the Hawke's Bay Expressway should be compatible with the high traffic noise environment.

POLICY NSP8 *Have regard to the design and provision of effective noise mitigation on all new Arterials, and Collector Roads constructed in the District.*

Explanation

Where new roads are built as part of the District Roading Hierarchy with the express purpose of acting as Arterial and Collector routes, appropriate

mitigation or design measures shall be included to manage the noise generated, to ensure that the amenity of existing and future residents is protected.

POLICY NSP9 *Manage aircraft noise generated by the use of Bridge Pa Aerodrome and associated activities to ensure that residents are not subjected to unacceptable levels of noise, while recognising the need for the aerodrome to operate safely and efficiently.*

Explanation

Users of the Bridge Pa Aerodrome will be required to adopt nationally accepted Standards to avoid creating an unreasonable level of noise. The adoption of nationally accepted Standards will not only help to protect the health and amenity of the community, but will also provide for maximising the potential future use of the aerodrome facility

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.

POLICY NSP11 *Require acoustic insulation of new noise sensitive activities and the addition of a habitable space to existing noise sensitive activities where they are located in Urban Development Areas adjacent the national arterial or primary collector routes.*

Explanation

Where noise sensitive activities are affected by activities of regional significance with particular noise characteristics such as major arterial routes, acoustic insulation rules will be applied to noise sensitive activities, such as dwellings, which will require the mitigation of noise in the receiving environment to ensure that the amenity of existing and future residents is protected.

25.1.4 METHODS

The Anticipated Outcomes set out in Section 25.1.2 will be achieved and the Objectives and Policies set out in Section 25.1.3 will be implemented through the following Methods:

Hastings District Plan Rules prescribe Noise Performance Standards related to the existing background noise levels in each Zone and Zone interfaces. Specific Noise Performance Standards are specified for construction and demolition noise, outdoor concerts, noisy agricultural activities, and other legitimate but inherently noisy activities.

Noise Management Plans Where a Noise Management Plan has been established and agreed to between specific industry and those neighbours who are affected by its aural emissions, the Council shall recognise the Noise Management Plan and refer to it should any dispute arise between parties in the future. Nothing in a Noise Management Plan will interfere with the Council's obligation and duty to Control Unreasonable and Excessive Noise as defined by the Resource Management Act 1991.

The Council shall assist specific industries, and its communities to establish effective Noise Management Plans, where there is a willingness by all parties to reduce potential conflict due to unacceptable noise emission levels. The Council will encourage parties to include a dispute resolution process in Noise Management Plans which will ensure that litigation is not the only recourse available to disputing parties and may lead to an agreed settlement.

Examples of Noise Management Plans include the Pan Pac Noise Management Plan for their site at Whirinaki. This Plan specifies a number of actions for the progressive reduction in noise levels over time and is one of the main reasons why the Whirinaki Community and Council have accepted noise limits in the District Plan, which are, in some situations, much higher than normally accepted limits.

New Zealand Standards The following New Zealand Standards will be followed for assessing noise emission controlled by the District Plan:

- NZS 6801:2008: Acoustics - Measurement of Environmental Sound
- NZS 6802:2008: Acoustics - Environmental Noise

where the character and amenity of the environment can be maintained or enhanced. Commercial activities can have adverse effects on the amenities of adjoining residential activities which are usually in close proximity. There is little ability to create a buffer between residential activities and the commercial activity. The arrangement of small commercial entities with Hastings suburban context is ingrained in the traditional character of Hastings. It is the scale of the commercial activity that is the key issue in this Zone.

The Central Residential Commercial Zone situated in close proximity to the Hastings commercial core has a unique character not replicated elsewhere. This zone is characterised by a mixture of residential activity in both standalone dwellings and within terrace-style units or flats alongside a component of professional and administrative offices established within converted dwellings. The relationship between buildings and the street in terms of setback, scale, landscaping, design and locating car parking areas to the rear of buildings is important to this area. The features that contribute to the character of this Zone are covered in more detail in the Central Residential Commercial Zone Character Analysis, prepared in August 2012. New development can have adverse effects on the character of this area so are managed through location specific Standards and Terms.

7.3.2 ANTICIPATED OUTCOMES

7.3.2.1 CENTRAL COMMERCIAL ZONE

- CCA01** The centre of Hastings City is reinforced as the focus for commerce, employment, retailing, administration, leisure, cultural, education and entertainment activities and on-going development and growth in the District.
- CCA02** An urban centre that is compact, legible, attractive, highly accessible, convenient and a desirable place for people to visit and to live and commercial activities to locate.
- CCA03** A Central Commercial Zone area which is contained within well-defined boundaries and where land is intensively developed and resources are used efficiently.
- CCA04** A central commercial environment with a strong character and 'sense of place'.
- CCA05** The special character of the core retail area is evident and respected, in particular the distinctive relationship between buildings in terms of scale and design.
- CCA06** A central commercial environment that has a diverse and compatible range of land uses.
- CCA07** The character and function of various parts of the Hastings Central Commercial Zone are diverse, but contribute to the whole.
- CCA08** Well-designed developments contributing to streetscape amenity accommodating retail, commercial, residential and mixed use development.

- CCA09** Developments (including both commercial and residential) have crime prevention and low impact urban design measures integrated into their overall design and provide a high standard of on-going amenity for occupants.
- CCA010** The amenity of residential uses is protected and residences are free from unreasonable and excessive noise, visual intrusion, shading and glare.
- CCA011** Limited Large Format Retailing Activities in the Central Character Precinct.
- CCA012** Strong physical and visual linkages connect the Central Commercial Zone and Core Commercial Precinct in particular with the Large Format Retail Zone via Russell Street and Karamu Road and with Civic Square.
- CCA013** Green spaces within the Zone are accessible and well-connected and green spaces are incorporated into developments as part of their overall design.
- CCA014** Gateway routes into the Hastings Central Commercial Zone and the definition of the street edges are enhanced by built development.
- CCA015** Strong streetscape character and heritage values are a feature of the Hastings Central Business District.

7.3.2.2 CENTRAL RESIDENTIAL COMMERCIAL ZONE

- CRA01** A special character is evident in the Central Residential Commercial Zone due to the relationship between buildings and the street in terms of setback, scale, landscaping, design and locating car parking areas to the rear of buildings, differentiating it from other areas.
- CRA02** Compatible land use activities located in the Zone, which do not adversely affect each other.
- CRA03** Buildings are well designed and take into account the individual characteristics of their site and relate well to neighbouring buildings.
- CRA04** Medium density residential activities, with crime prevention and low impact urban design measures integrated into their overall design, provide a high standard of on-going amenity for occupants and add to the amenity of the area.
- CRA05** Small-scale non-retail commercial activity provides a transition between adjoining residential zones and commercial land uses.
- CRA06** Housing styles are compatible and in character with, and contribute positively to, the neighbourhood.
- CRA07** A Zone with no retailing activities.

7.3.2.3 LARGE FORMAT RETAIL ZONE

- LFRAO1** Developments that have crime prevention and low impact urban design measures integrated into their overall design and provide a high standard of on-going amenity.
- LFRAO2** Gateway routes into the Hastings Central Commercial Zone and the definition of the street edges are enhanced by built development.
- LFRAO3** The Large Format Retail Zone provides for activities that complement and do not compete with the function of the Central Commercial Zone and the Core Retail Precinct in particular.
- LFRAO4** Car parking, pedestrian and vehicular access which provides strong physical and visual linkages to the Central Commercial Zone via a safe and efficient road network.
- LFRAO5** The amenity of nearby residential areas is protected and residences are free from unreasonable and excessive noise, visual intrusion, shading and glare.
- LFRAO6** A Zone with limited new residential activities.
- LFRAO7** A Zone with limited office activities.
- LFRAO8** A Zone with limited industrial activities.

7.3.2.4 COMMERCIAL SERVICE ZONE

- CSAO1** A well-defined area in which service activities of a commercial nature can be appropriately located.
- CSAO2** Commercial development that is conveniently located off arterial or primary collector roads and in close proximity to the retail core of Hastings City.
- CSAO3** Business development which complements and does not compete with the function of the Central Commercial and Large Format Retail Zones.
- CSAO4** Commercial development which is attractive and enhances the amenity of the commercial environment and the primary road entrances to the Hastings CBD.
- CSAO5** Commercial development which is adequately buffered from adjoining residential environments
- CSAO6** A Zone with limited retailing activities.
- CSAO7** A Zone with limited office activities.

7.3.2.5 SUBURBAN COMMERCIAL ZONE

- SCAO1** Pockets of small-scale commercial activity that integrates with the amenity values and the character of adjoining residential environments.
- SCAO2** Provision of conveniently located small scale commercial activities serving day to day shopping and services meeting the needs of neighbourhood communities.
- SCAO3** Suburban Commercial Centres that incorporate Mixed Use Developments that provide high amenity environments for residential and commercial occupants.

7.3.3 OBJECTIVES AND POLICIES

7.3.3.1 CENTRAL COMMERCIAL ZONE

OBJECTIVE To encourage and promote the use, development and operation of the **CCO1 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.**

Relates to Outcomes CCAO1 - 7, 10 & 11

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.

These five precincts, identified in Appendix 31 are as follows:

Central Retail Core Precinct:

Catering primarily for pedestrian orientated retail shops and related commercial uses. As part of new developments, Council may assist developers and entrepreneurs towards the redevelopment of areas, by facilitating land purchase, land swaps and the repositioning of car parking areas, particularly where this supports the Hastings City Centre Strategy and adopted precinct policy.

Mixed Commercial Office, Entertainment and Retail Precinct:

An area with an entertainment focus, on the eastern side of the Railway Line. This precinct caters for pedestrian orientated retail shops, restaurants, the movie theatre and vehicle borne activities towards the more eastern end. At the eastern most point is the New World Supermarket, which provides demarcation between the Hastings commercial and residential environments. As part of new developments, Council may assist developers and entrepreneurs towards the redevelopment of areas, by facilitating land purchase, land swaps and the repositioning of car parking areas, particularly where this supports the Hastings City Centre Strategy and adopted precinct policy.

Stand-alone Commercial/Inner City Residential Precinct:

Located to the north of the Central Retail Core, catering for large retail and commercial firms requiring easy accessibility, large areas of land, and ample off-street car parking. With the advent of the Large Format Retail Zone to cater for large retail firms there is opportunity for this precinct to develop a new character. The development of William Nelson Park provides the opportunity for inner city residential developments to take advantage of this amenity. Other redevelopment opportunities could include educational facilities.

In order to provide for these activities the Council may consider:

- The closure and sale of streets in the precinct; and
- The sale of any land in Council ownership to facilitate land aggregation for large developments.

Inner City Residential, Professional and Administrative Office Precinct:

Located to the south west of the Central Retail Core, based on existing high quality office development located within converted residential dwellings. A high component of residential living, both in standalone dwellings and within connected units or flats remains.

Civic Governmental and Cultural Precinct:

Located to the south east of the Central Retail Core and includes Civic Square, the Hastings District Council offices, the library and art gallery and the police and courthouse buildings.

**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 CCP3

Focus small scale retail activity within the Central Commercial Zone and discourage small scale retail activity from spreading to the Central Residential Commercial and Large Format Retail Zones.

Explanation

The Hastings commercial environment as a whole is geographically very spread out and currently considered too large for the population base. It is acknowledged that it would be difficult to reduce the size of the current commercial environment, so for the life of this plan, further expansion of the Hastings commercial area is actively discouraged by Council. The emphasis will instead be on consolidating and improving the efficiency and effectiveness of the established commercial environment. It is considered that the concentration of small scale retail activity in the Hastings Central Retail Core in particular, is one of the main contributors to the vitality and vibrancy of this area. To recognise the trends in online retailing and ensure that this aspect of Hastings character is maintained and enhanced, retail activity should be focussed in the core and any further opportunities to accommodate more retail activity within this central area should involve intensification and not expansion.

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.

POLICY CCP8

Providing for the operation of Temporary Events within the streets of the Central Commercial Zone that may generate significant environmental effects, but are seen as acceptable because they are of a temporary nature and short duration and make a positive contribution to the vitality of Hastings City.

Explanation

Temporary events such as concerts, parades, markets, festivals and exhibitions occur on a regular basis throughout the Central Commercial Zone. Their temporary nature and short duration generally minimises the adverse effects the event may have on the surrounding environment. This also needs to be balanced against the positive contribution that these events have on creating a vibrant commercial environment. On the whole temporary events are seen as acceptable by the local community. Specific Performance Standards and Terms are included in the Plan to ensure that the number, scale and intensity of temporary events will not generate a significant level of adverse effects.

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.**
Relates to Outcome CCA08

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.

POLICY CCP13 *Encourage new buildings on corner sites to acknowledge their unique position on the street and emphasise the shape of the street corner with a building of appropriate scale, form and design.*

Explanation

Development on corner sites, because they have two street frontages are prominent and can have a significant impact on the streetscape, therefore it is important that their impact is positive. To ensure that new developments respond positively to corner sites, Specific Performance Standards and Assessment Criteria have been included in the Plan.

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.*
Relates to Outcomes CCA08, 9 & 15

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.*

- SCAO1** Pockets of small-scale commercial activity that integrates with the amenity values and the character of adjoining residential environments.
- SCAO2** Provision of conveniently located small scale commercial activities serving day to day shopping and services meeting the needs of neighbourhood communities.
- SCAO3** Suburban Commercial Centres that incorporate Mixed Use Developments that provide high amenity environments for residential and commercial occupants.

7.3.3 OBJECTIVES AND POLICIES

7.3.3.1 CENTRAL COMMERCIAL ZONE

OBJECTIVE To encourage and promote the use, development and operation of the **CCO1 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.**

Relates to Outcomes CCAO1 - 7, 10 & 11

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.

These five precincts, identified in Appendix 31 are as follows:

Central Retail Core Precinct:

Catering primarily for pedestrian orientated retail shops and related commercial uses. As part of new developments, Council may assist developers and entrepreneurs towards the redevelopment of areas, by facilitating land purchase, land swaps and the repositioning of car parking areas, particularly where this supports the Hastings City Centre Strategy and adopted precinct policy.

Mixed Commercial Office, Entertainment and Retail Precinct:

An area with an entertainment focus, on the eastern side of the Railway Line. This precinct caters for pedestrian orientated retail shops, restaurants, the movie theatre and vehicle borne activities towards the more eastern end. At the eastern most point is the New World Supermarket, which provides demarcation between the Hastings commercial and residential environments. As part of new developments, Council may assist developers and entrepreneurs towards the redevelopment of areas, by facilitating land purchase, land swaps and the repositioning of car parking areas, particularly where this supports the Hastings City Centre Strategy and adopted precinct policy.

Stand-alone Commercial/Inner City Residential Precinct:

Located to the north of the Central Retail Core, catering for large retail and commercial firms requiring easy accessibility, large areas of land, and ample off-street car parking. With the advent of the Large Format Retail Zone to cater for large retail firms there is opportunity for this precinct to develop a new character. The development of William Nelson Park provides the opportunity for inner city residential developments to take advantage of this amenity. Other redevelopment opportunities could include educational facilities.

In order to provide for these activities the Council may consider:

- The closure and sale of streets in the precinct; and
- The sale of any land in Council ownership to facilitate land aggregation for large developments.

Inner City Residential, Professional and Administrative Office Precinct:

Located to the south west of the Central Retail Core, based on existing high quality office development located within converted residential dwellings. A high component of residential living, both in standalone dwellings and within connected units or flats remains.

Civic Governmental and Cultural Precinct:

Located to the south east of the Central Retail Core and includes Civic Square, the Hastings District Council offices, the library and art gallery and the police and courthouse buildings.

**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 CCP3

Focus small scale retail activity within the Central Commercial Zone and discourage small scale retail activity from spreading to the Central Residential Commercial and Large Format Retail Zones.

Explanation

The Hastings commercial environment as a whole is geographically very spread out and currently considered too large for the population base. It is acknowledged that it would be difficult to reduce the size of the current commercial environment, so for the life of this plan, further expansion of the Hastings commercial area is actively discouraged by Council. The emphasis will instead be on consolidating and improving the efficiency and effectiveness of the established commercial environment. It is considered that the concentration of small scale retail activity in the Hastings Central Retail Core in particular, is one of the main contributors to the vitality and vibrancy of this area. To recognise the trends in online retailing and ensure that this aspect of Hastings character is maintained and enhanced, retail activity should be focussed in the core and any further opportunities to accommodate more retail activity within this central area should involve intensification and not expansion.

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.

POLICY CCP8

Providing for the operation of Temporary Events within the streets of the Central Commercial Zone that may generate significant environmental effects, but are seen as acceptable because they are of a temporary nature and short duration and make a positive contribution to the vitality of Hastings City.

Explanation

Temporary events such as concerts, parades, markets, festivals and exhibitions occur on a regular basis throughout the Central Commercial Zone. Their temporary nature and short duration generally minimises the adverse effects the event may have on the surrounding environment. This also needs to be balanced against the positive contribution that these events have on creating a vibrant commercial environment. On the whole temporary events are seen as acceptable by the local community. Specific Performance Standards and Terms are included in the Plan to ensure that the number, scale and intensity of temporary events will not generate a significant level of adverse effects.

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.**
Relates to Outcome CCA08

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.

POLICY CCP13 *Encourage new buildings on corner sites to acknowledge their unique position on the street and emphasise the shape of the street corner with a building of appropriate scale, form and design.*

Explanation

Development on corner sites, because they have two street frontages are prominent and can have a significant impact on the streetscape, therefore it is important that their impact is positive. To ensure that new developments respond positively to corner sites, Specific Performance Standards and Assessment Criteria have been included in the Plan.

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.*
Relates to Outcomes CCA08, 9 & 15

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 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.

OBJECTIVE CCO4 **Encourage the strengthening of existing buildings where there is an identified safety risk in the event of an earthquake.**

Relates to Outcome CC15

POLICY CCP16 *To facilitate and encourage the upgrading for seismic strengthening of existing buildings where it is necessary to meet Building Code standards.*

Explanation

Due to the age of buildings in the Hastings District, many buildings may not meet current standards under the Building Act 2004 such that they may not be safe to occupy in the event of an earthquake. The District Plan seeks to provide

for seismic strengthening and upgrading of those buildings where there is an identified safety risk, whilst maintaining the heritage values of those buildings and the area's streetscape characteristics. This work will enable the building to continue to be used in a safe and economical manner, as well as assist in retaining the heritage fabric and streetscape values 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 around seismic strengthening work or safety alterations are therefore provided for in the District Plan, as distinct from repairs, maintenance or alterations. These Rules will require that any seismic strengthening works to buildings within the Central Character Precinct will require Resource Consent, but as a Controlled activity to provide certainty to the building owner. Remaining works which affect the interior will be permitted. Seismic strengthening work/s to buildings located in the remaining area of the Central Commercial Zone, which are not identified as heritage items, are permitted.

OBJECTIVE *The Central Commercial Zone/Central Retail Core has a pedestrian focused environment that is compact, convenient, pleasant and safe,*

CCO5 *which is based around:*

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

POLICY *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.*

CCP17

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

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

CCP18

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 *Require private developments in Hastings, located on sites outside the*

CCP22 *Central Retail Core and beyond Heretaunga Street, in the Mixed Commercial Office and Retail Sectors, to provide parking areas which are convenient and safe for their customers and which ensure that traffic movement on adjacent roads is not adversely affected.*

Explanation:

The Central Retail Core of the Central Commercial Zone benefits from its highly pedestrian environment, allowing the public easy access to a range of retail services. In the remaining sectors of the zone, on-site parking is desirable to accommodate longer single site visits usually associated with administrative and office functions. The provision of on-site parking will be required in these areas.

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.

7.3.3.2 CENTRAL RESIDENTIAL COMMERCIAL ZONE

OBJECTIVE CRO1 **to enable compatible business and residential activities to establish that meet the needs of the community while protecting the amenity of the local environment and managing the adverse effects of incompatible activities.**

Relates to Outcomes CRAO2, 5 & 7

POLICY CRP1 *Continue to allow certain commercial activities to establish in the Central Residential Commercial Zone, provided any significant adverse effects on the environment can be avoided, remedied or mitigated.*

Explanation

A number of small scale commercial activities are operating from dwellings which have been converted internally, but the exterior of the dwellings remain

elsewhere in the Plan and may mean that conditions of consent can be imposed requiring the standards in this section to be exceeded. An example of this would be the effect that traffic generation associated with an early childhood centre in a residential zone would have on the amenity of the neighbourhood. This may require an on-site parking condition to a level that is higher than that required in the Transport and Parking section.

26.1.2 ANTICIPATED OUTCOMES

It is anticipated that the following Outcomes will be achieved:

- TPAO1** A safe and efficient District Transport Network.
- TPAO2** A transportation network that actively encourages alternative transport modes.
- TPAO3** Vehicle parking, access and loading facilities that are effective, safe and efficient in meeting the needs of individual activities.
- TPAO4** A transport network that integrates land use and the subdivision process.

26.1.3 OBJECTIVES AND POLICIES

OBJECTIVE 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.
TPO1
Relates to TPAO1

POLICY *Ensure that subdivision and land use are integrated with the transport network and that the traffic effects are mitigated, including through the use of sustainable transport modes.*
TPP1

Explanation

There is a need to take into account the effects of development and subdivision on the transport network to ensure that development is compatible with the function of the road. An integrated transport network will be accessible to all users, create good connections between residential areas and places of employment and commerce, and maximise opportunities for walking cycling and public transport. The consideration of the effects will be achieved through including suitable criteria in the assessment of subdivision and Resource Consents. In order to ensure that land uses are able to be appropriately assessed against the road network there is a need to assess the capability and role of the roads within the District. This has resulted in the development of a road hierarchy which identifies the function of the road and allows a judgement to be made on what level of effects it is able to accommodate.

POLICY *Ensure that bus parking is integrated into the road network for new comprehensive commercial developments and for new greenfield residential*
TPP2

developments.

Explanation

Public transport is a recognised and encouraged alternative transport mode. It is therefore important that when any new development or greenfield subdivision is being undertaken there is provision for bus routes and parking/stops within such developments

POLICY TPP3 *Increase the use of sustainable transport modes to mitigate the effects of traffic.*

Explanation

Transport modes that are sustainable, such as walking, cycling and public transport, need to be encouraged as they reduce the amount of traffic on the road network and consequently result in improved environmental effects.

POLICY TPP4 *Protect the strategic transport networks from inappropriate development.*

Explanation

A sustainable transport network for Hastings District is one where proper consideration is given to the relationship between land use and transport effects, including the long term consequences. The national, arterial and primary collector routes are vital to the long term growth of the District and therefore must be protected against development that would affect their efficiency and effectiveness.

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.

POLICY TPP7 *Subdivision and land use associated with new greenfield development should mitigate the reverse sensitivity effects from adjacent national roads and the rail network.*

Explanation

Historically there has been residential development adjacent to the road and rail networks. There is a greater level of awareness of the effects of transport as volumes rise. In order to avoid reverse sensitivity effects in the future it is prudent to signal that any new greenfield subdivision and land use will be required to mitigate those effects arising from a location adjacent to national roads and the rail network.

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.**

Relates to link,19681,TPAO3

POLICY TPP8 *To limit the objectives, policies and rules regarding on-site parking to those associated with accessible parking to give effect to the NPS-UD 2020*

Explanation

National Policy Statement for Urban Development (NPS-UD), Policy 11 has directed territorial authorities to no longer have minimum car parking rate requirements, other than for accessible car parks to facilitate the supply of land and infrastructure and make room for cities to grow up and out and enable higher densities and a more compact urban form by reducing the amount of space that is dedicated to parking.

POLICY TPP9 *Comprehensive parking management plans, travel demand management and other methods are the appropriate means of managing the demand and supply effects of car parking.*

Explanation

The NPS UD strongly encourages territorial authorities to manage the effects of car parking through comprehensive parking management plans to free up urban land for higher value land uses than car parking and enable a greater amount of development within urban areas.

POLICY *Provide for public off-street parking in the Hastings Central Commercial*

TPP10 *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.

POLICY TPP10 *Establish appropriate design standards for car parking spaces, and parking and loading areas.*

Explanation

Design standards for parking spaces are included in the District Plan to ensure that motorists are able to easily and safely manoeuvre in and out of parking spaces. Standards are also included which require the surfacing of parking areas to avoid dust nuisance and to avoid gravel, mud or other such materials being spread onto adjoining roads, and to provide reservoir spaces to avoid cars queuing on roads while waiting to enter car parks. There is an additional Standard for public car parking areas which require access driveways and pedestrian areas within these areas to be illuminated to ensure the safety and security of people using them at night. Commercial and Industrial Activities also need to provide an off-street area for the loading and unloading of vehicles. This protects the function and safety of the road from manoeuvring vehicles, double parked vehicles, or vehicles loading or unloading across pedestrian areas. Loading areas are required to be designed to take into consideration the type of vehicles being catered for.

POLICY TPP11 *Monitor levels of off-street car parking supply to ensure that there is provision of adequate parking spaces to meet demand.*

Explanation

Council will regularly monitor land use developments and activity patterns to ensure that the amount of off-street car parking provided by way of private parking required by the provisions of the District Plan, and public parking spaces provided by the Council, correspond to the demands of activities for off-street parking, and are compatible with achieving the Objectives and Policies of

the District Plan.

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

TPO3
Relates to
TPAO2

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

TP12

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 alternatives 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 *Prioritise transport modes in the Commercial Zones with pedestrians being at the top of the hierarchy followed by cyclists, service vehicles, public transport, and private vehicles.*

TPP13

Explanation

The commercial areas of the city are a major challenge for some alternative transport modes, particularly from a safety perspective. If alternative modes can be successfully established in these environments they can reduce the need for large areas of car parking and can help to enliven the city centres. Large car parking areas can reduce amenity. A priority is being given to pedestrians, cyclists and public transport in these environments. In order for alternative modes to be successful they must be safe, convenient and accessible to the diverse range of people who make up the Hastings community.

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

TPP14

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.

OBJECTIVE To maintain a transport network that supports the social and economic

TPO4 wellbeing of the District while avoiding adverse effects on the natural and physical environment and on the safety of the travelling public.

POLICY TPP15 To identify the functions of roads to manage the effects in relation to land use and the environment.

Explanation

The functions of the roads are necessary to understand the level of effects that may be experienced and require managing. The Council has therefore produced a road hierarchy which identifies which roads can achieve a greater level of use without having a greater impact on public safety, the amenity of areas or of the environment.

POLICY TPP16 To promote standards for public roads, private roads, and accessways to ensure that they are of a design that is appropriate for the function that they serve.

Explanation

The District Plan sets standards for the design of new roads and accessways. These include the legal width of the road and accessways, including maximum grade, and targeted operating speeds. The Council has a duty to ensure that infrastructure is fit for purpose and will not put the travelling public's safety at risk.

26.1.4 METHODS

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

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

Hawke's Bay Regional Policy Statement The Hawke's Bay Regional Policy Statement has an objective of achieving integrated sustainable management of the natural and physical resources of the region and the transport network is one of those physical resources.

Regional Land Transport Strategy The Regional Land Transport Strategy provides mechanisms for integrating the transport network and also outlines the policy and projects that the region will adopt to shift to multi modal transport modes.

Heretaunga Street - The Heretaunga Street-Havelock Road CMP takes a long-term strategic vision for the corridor. The CMP outlines how the corridor is to be progressively